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#### **TIP Actions for September 2025**

The following projects require formal TIP modifications or amendments this month for the FFY2025 TIP for Pennsylvania. Attached is the Action statement ("Pink Sheet") for the project followed by the TIP "Before/After" description page and supporting documentation, such as request letters, and maps, as needed. Towards the end of the package in a separate section are financial constraint charts and any other information that may be helpful to you as you review this package.

- a) PA25-060: 2025 Statewide PROTECT Distribution Fund Projects (Various MPMS #'s), Various Counties Accept New Projects into the TIP
- b) PA25-061: Chester County Electric Vechicle Charging Program Phase 2 (MPMS #82031), Chester County Add New Project to the TIP
- c) PA25-062: Montgomery County Electric Vehicle Charging Program (MPMS #82029, Montgomery County Add New Project to the TIP
- d) PA25-063: Cottman Avenue: Castor Avenue to US 1 Streetscapes and Corridor Safety (MPMS #82199 and #118100), City of Philadelphia Add New Projects to the TIP
- e) PA25-064: Bellwether District Master Study (MPMS #118010), City of Philadelphia Add New Project to the TIP

PLEASE NOTE THAT THERE ARE ALSO PENNDOT, NJDOT, NJ TRANSIT, DVRPC LOCAL ADMINISTRATIVE AND/OR INFORMATIONAL ACTIONS INCLUDED FOR YOUR INFORMATION AT THE END OF THE PACKET IN THE "FISCAL CONSTRAINT CHARTS" SECTION.

#### COMMISSIONER'S SUMMARY SHEET

#### DELAWARE VALLEY REGIONAL PLANNING COMMISSION

#### **SEPTEMBER 25, 2025**

#### Agenda Item:

# 5a. <u>PA25-060: Statewide PROTECT Distribution Fund Projects (Various MPMS</u> #s), Various Counties – Accept New Projects into the TIP

#### Background/Analysis/Issues:

PennDOT has requested that DVRPC accept the listed PROTECT Distribution Fund projects and their associated funding into the FFY2025 TIP for Pennsylvania. Four projects with a total amount of \$5,525,000 in PRTCT funding will be added to the TIP for Preliminary Engineering and Construction in FFY25. The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program funds are additional to the region and are outside the Core Funding distributions.

The following are new PROTECT projects awarded funding in the DVRPC region:

#### Montgomery County

• East High Street over Sprogels Run (MPMS #16651) – \$2,880,000 (\$280,000 PRTCT for PE and \$2,600,000 PRTCT for CON in FFY25) to replace the East High Street Bridge over Sprogels Run in Lower Pottsgrove Township.

#### **Various Counties**

- Districtwide SWM/MS4 Improvements Group 1 (MPMS #57630) \$850,000 (\$150,000 PRTCT for PE and \$700,000 PRTCT for CON in FFY25) to upgrade nine Stormwater Control Measure (SCM) sites across District 6-0.
- Districtwide SWM/MS4 Improvements Group 2 (MPMS #81915) \$1,245,000 (\$185,000 PRTCT for PE and \$1,060,000 PRTCT for CON in FFY25) to upgrade 11 SCM sites across District 6-0.
- Structure Hardening Group 2025 (MPMS #61936) \$550,000 (\$50,000 PRTCT for PE and \$500,000 PRTCT for CON in FFY25) to repair scour holes and remediate scour issues on four structures:
  - Quakertown Road over Cooks Creek

- US 202 Bypass over Little Valley Creek
- US 202 over Branch of Trout Creek
- Susquehanna Road over Tributary of Wissahickon Creek

#### Financial Constraint:

Financial constraint will be maintained as these are additional and external funds to DVRPC's Core funding.

#### **Conformity Finding:**

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

#### Cost and Source of Funds:

\$5,525,000 PRTCT

#### Date Action Required:

September 25, 2025

#### Recommendations:

RTC – Recommends approval.

Staff – Recommends approval.

#### Action Proposed:

The DVRPC Board approves TIP Action PA25-060, PennDOT's request that DVRPC accept the listed PROTECT Distribution Fund projects and their associated funding into the FFY2025 TIP for Pennsylvania. Four projects with a total amount of \$5,525,000 in PRTCT funding will be added to the TIP for Preliminary Engineering and Construction in FFY25:

#### Montgomery County

East High Street over Sprogels Run (MPMS #16651) - \$2,880,000 PRTCT

#### **Various Counties**

Districtwide SWM/MS4 Improvements Group 1 (MPMS #57630) – \$850,000 PRTCT

Districtwide SWM/MS4 Improvements Group 2 (MPMS #81915) - \$1,245,000

## PRTCT

Structure Hardening Group 2025 (MPMS #61936) - \$550,000 PRTCT

## Attachments:

1. PennDOT Statewide FCC #251

## Pennsylvania - Highway and Transit Program

#### Montgomery

MPMS# 16651 East High Street over Sprogels Run

AQ Code S10 LIMITS: Sunnybrook Avenue to Porter Road MUNICIPALITIES Lower Pottsgrove Township

Longitude: Bridge Repair/Replacement PROJ MANG: N. Velaga

This project involves the rehabilitation and hardening of the existing 2-span stone masonry arch bridge that carries High Street over Sprogels Run in Lower Pottsgrove Township, Montgomery County, PA. The scope of work includes hardening the arches by removing the fill, dismantling and reconstructing the arches and spandrel walls. Proposed resilience improvements include:

Action: PA25-060

- 1) rehabilitation and improvement of an existing eligible surface transportation facility
- 2) strengthening systems that remove rainwater from surface transportation facilities

#### **Summary of Action:**

Action to accept the PROTECT project, East High Street over Sprogels Run, as well as the project's associating funds, \$280,000 PRTCT for preliminary engineering in FFY25 and \$2,600,000 PRTCT for construction in FFY25 into the FFY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

						TIP Prog	ram Yea	rs (\$ 000	0)				
Phase PE CON	Fund PRTCT PRTCT	FY2025 280 2,600	FY2026	FY2027	FY2028	<u>FY2029</u>	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
		2,880 Total FY2	0 2025-2028	0 2,8	0 880	0 Total FY	0 2029-2032	0	0	0 Total F	0 Y2033-2036	0	0

## Pennsylvania - Highway and Transit Program

#### **Various**

MPMS# 57630 Districtwide SWM/MS4 Improvements Group 1

AQ Code NRS LIMITS

Latitude: MUNICIPALITIES Various

Longitude: Other PROJ MANG: C. Venditti

9 Stormwater Control Measure (SCM) sites across District 6-0 owned and maintained by PennDOT, that are under performing or pose a risk to safety of the surrounding area are proposed to be upgraded and strengthened in order to increase resiliency and improve performance of surface transportation assets. These SCMs have been identified through the Visual Site Inspections (VSI's) and Condition Assessment Inspections (CAIs) which are occurring as part of the statewide NPDES/MS-4 stormwater compliance program. Specific site work may include but is not limited to installing rock protection, inlet and outlet structure upgrades, stabilizing areas of erosion, and increasing or improving adjacent roadway drainage systems to prevent flooding.

Action: PA25-060

Proposed resilience improvements include:

- 1) rehabilitation and improvement of an existing eligible surface transportation facility,
- 2) incorporation of natural infrastructure,
- 3) strengthening systems that remove rainwater from surface transportation facilities, and
- 4) upgrades to and installation of structural stormwater controls.

#### **Summary of Action:**

Action to accept the PROTECT project, Districtwide SWM/MS4 Improvements Group 1, as well as the project's associating funds, \$150,000 PRTCT for preliminary engineering in FFY25 and \$700,000 PRTCT for construction in FFY25 into the FFY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

						TIP Progra	am Year	s (\$ 000	0)				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	<u>FY2029</u>	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	PRTCT	150											
CON	PRTCT	700											
		850	0	0	0	0	0	0	0	0	0	0	0
		Total FY2	025-2028		850	Total FY2	029-2032		0	Total FY	′2033-203 <b>6</b>		0
		•			'	7				7			

## Pennsylvania - Highway and Transit Program

#### **Various**

MPMS# 61936 Structure Hardening Group 2025

AQ Code LIMITS

 Latitude:
 MUNICIPALITIES Various

 Longitude:
 Roadway Rehabilitation

 PROJ MANG: V. Gaudiosi

This intent of this project is to repair scour holes and remediate scour issues at 4 structures. The structures and associated issues are:

1. Quakertown Road over Cooks Creek in Springfield Township, Bucks County (BRKEY 6938; BMS# 09-0212-0140-0000). The bridge substructure is in poor condition due to scour along the far abutment and far left wing wall. The footing of the far abutment is exposed for the full length and has lateral undermining up to 1'.

Action: PA25-060

2. US 202 over Little Valley Creek in Tredyffrin Township, Chester County (BRKEY 10144; BMS# 15-0202-0360-0931). The proposed repairs aim to address severe scour and undermining present. Specifically, there is a 10'x6' scour hole in the upstream channel and a 6' deep x 100' long scour hole located downstream. Additionally, undermining of the apron is estimated to be up to 4.8' and in-filled.

3. US 202 over Branch of Trout Creek in Tredyffrin Township, Chester County (BRKEY 10156; BMS# 15-0202-0424-2315). This structure is in fair condition, but has a poor channel rating. Repairs are planned for heavy spalling on the culvert sides, undermining, and scour. The concrete apron on the downstream side of the culvert is exposed up to 6" with minor undermining at the upstream end. The channel has a scour hole that is approximately 4' deep and has allowed for undermining of the upstream apron.

4. Susquehanna Road over Tributary to Wissahickon Creek in Upper Dublin Township, Montgomery County (BRKEY 27613; BMS 46-2017-0160-0773). The culvert is in fair condition and the channel rating is poor. The downstream end of the culvert is fully exposed at the oulet with undermining up to 3.5'. Scour is present downstream with multiple holes at the apron. The scour holes vary in size and are up to 2' deep.

Resilience improvements include:

- 1) rehabilitation of an existing eligible surface transportation facility,
- 2) installing riprap
- 3) adding scour protection at bridges, and
- 4) adding scour, stream stability, coastal and other hydraulic countermeasures

#### **Summary of Action:**

Action to accept the PROTECT project, Structure Hardening Group 2025, as well as the project's associating funds, \$50,000 PRTCT for preliminary engineering in FFY25 and \$500,000 PRTCT for construction in FFY25 into the FFY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

						TIP Progr	am Yeaı	rs (\$ 000	0)				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	PRTCT	50											
CON	PRTCT	500											
		550	0	0	0	0	0	0	0	0	0	0	0
		Total FY2	2025-2028		550	Total FY2	2029-2032		0	Total FY	2033-2036		0
						*							

## Pennsylvania - Highway and Transit Program

#### **Various**

MPMS# 81915 Districtwide SWM/MS4 Improvements Group 2

AQ Code NRS LIMITS

Latitude: MUNICIPALITIES Various

Longitude: Other PROJ MANG: C. Venditti

11 Stormwater Control Measure (SCM) sites across District 6-0 owned and maintained by PennDOT, that are under performing or pose a risk to safety of the surrounding area are proposed to be upgraded and strengthened in order to increase resiliency and improve performance of surface transportation assets. These SCMs have been identified through the Visual Site Inspections (VSI's) and Condition Assessment Inspections (CAIs) which are occurring as part of the statewide NPDES/MS-4 stormwater compliance program. Specific site work may include but is not limited to installing rock protection, inlet and outlet structure upgrades, stabilizing areas of erosion, and increasing or improving adjacent roadway drainage systems to prevent flooding.

Action: PA25-060

Proposed resilience improvements include:

- 1) rehabilitation and improvement of an existing eligible surface transportation facility,
- 2) incorporation of natural infrastructure,
- 3) strengthening systems that remove rainwater from surface transportation facilities, and
- 4) upgrades to and installation of structural stormwater controls.

#### **Summary of Action:**

Action to accept the PROTECT project, Districtwide SWM/MS4 Improvements Group 2, as well as the project's associating funds, \$185,000 PRTCT for preliminary engineering in FFY25 and \$1,060,000 PRTCT for construction in FFY25 into the FFY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

						TIP Progra	am Year	s (\$ 000	0)				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	PRTCT	185											
CON	PRTCT	1,060											
		1,245	0	0	0	0	0	0	0	0	0	0	0
		Total FY2	025-2028	1,2	245	Total FY2	029-2032		0	Total FY	′2033-203 <b>6</b>		0

#### Date Prepared: September 11, 2025

#### **COMMISSIONER'S SUMMARY SHEET**

#### DELAWARE VALLEY REGIONAL PLANNING COMMISSION

#### **SEPTEMBER 25, 2025**

#### **Agenda Item:**

# 5b. PA25-061: Chester County Electric Vechicle Charging Program - Phase 2 (MPMS #82031), Chester County - Add New Project to the TIP

#### Background/Analysis/Issues:

Chester County has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Chester County Electric Vehicle Charging Program – Phase 2 (MPMS #82031) into the TIP in the amount of \$2,000,000 (\$150,000 CRPU for the FFY26 FD Phase and \$1,850,000 CRPU for the FFY26 CON Phase).

These Carbon Reduction Program funds will provide for implementation of four electric vehicle charging stations that were originally included in Chester County's current earmark-funded EV charging station project (MPMS #118553), but that exceeded that project's budget due to inflation and had to be omitted from the final Plans, Specifications, and Estimates (PS&E) package. Each site will support at least four network-connected charging ports with capacity to extend service to county employees, county fleet vehicles, and the general public. The electric vehicle charging stations in Chester County are proposed at the following locations:

- 1) The Chester County Government Services Center (GSC)
- 1) The Chester County Justice Center parking garage
- 2) Springton Manor Park
- 3) Henrietta Hankin Library

In order to make the Carbon Reduction Program's obligation deadlines, Chester County intends to advance the funds entirely in FFY2026. The charging stations must be redesigned to meet all requirements of the Carbon Reduction Program, and therefore some funding will be needed to modify the engineering work already completed. This includes increasing the number of charging ports per station, along with anticipated additional electrical and utility upgrades.

The Carbon Reduction Program is a federal-aid funding category that was established under the IIJA/BIL to provide for projects that will reduce transportation emissions. Examples of eligible projects include trails, bicycle facilities, improved access to transit, zero emission freight and cargo handling equipment, publicly available zero emission

vehicle charging, intelligent transportation systems (ITS), and sidewalk facilities, among others.

#### Financial Constraint:

Financial constraint will be maintained by adjusting other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

#### **Conformity Finding:**

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

#### Cost and Source of Funds:

\$2,000,000 CRPU

#### Date Action Required:

September 25, 2025

#### Recommendations:

RTC – Recommends approval.

Staff – Recommends approval.

#### Action Proposed:

The DVRPC Board approves TIP Action PA25-061, Chester County's request that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Chester County Electric Vehicle Charging Program – Phase 2 (MPMS #82031) into the TIP in the amount of \$2,000,000 (\$150,000 CRPU for the FFY26 FD Phase and \$1,850,000 CRPU for the FFY26 CON Phase).

#### Attachments:

- 1. PennDOT FCC #076
- 2. Request Letter

## Pennsylvania - Highway and Transit Program

#### Chester

MPMS# 82031 Chester County Electric Vechicle Charging Program - Phase 2

AQ Code NRS LIMITS:

Latitude: MUNICIPALITIES Various

Longitude: Other PROJ MANG: J. Banks

This project will build several stations originally included in Chester County's current earmark-funded EV charging station project (MPMS #118553) that exceeded that projects budget due to inflation and had to be omitted from the final PS&E package.

Action: PA25-061

These locations include:

The Chester County Government Services Center (GSC)
The Chester County Justice Center parking garage
Springton Manor Park
Henrietta Hankin Library

The charging stations must be redesigned to meet all requirements of the Carbon Reduction Program, and therefore some funding will be needed to modify the engineering work already completed. This includes increasing the number of charging ports per station, along with anticipated additional electrical and utility upgrades.

#### **Summary of Action:**

Action to amend the FFY2025 TIP for Pennsylvania by adding the Chester County Electric Vehicle Charging Program (MPMS #82031) into the TIP in the amount of \$2,000,000 (\$150,000 CRPU for the FFY26 FD Phase and \$1,850,000 CRPU for the FFY26 CON Phase).

The proposed action will add a new project to the TIP

						<b>)</b> )							
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	<u>FY2029</u>	FY2030	FY2031	FY2032	FY2033	8 FY2034	FY2035	FY2036
FD	CRPU		150										
CON	CRPU		1,850										
		0	2,000	0	0	0	0	0	0		0	0	0
		Total FY2	2025-2028	2,0	000	Total FY20	29-2032		0	Total F	Y2033-203	6	0



## THE COUNTY OF CHESTER

COMMISSIONERS Josh Maxwell Marian D. Moskowitz Eric M. Roe

Matthew J. Edmond, AICP Executive Director

PLANNING COMMISSION Government Services Center, Suite 270 601 Westtown Road P. O. Box 2747 West Chester, PA 19380-0990 (610) 344-6285 Fax (610) 344-6515



August 12, 2025

Mr. Jesse Buerk Associate Director, Capital Programs and Project Development Delaware Valley Regional Planning Commission 190 North Independence Mall West – 8th Floor Philadelphia, PA 19106-1520

**RE:** Chester County Electric Vehicle Charging Program Carbon Reduction Funds TIP Amendment Request

Dear Jesse:

Chester County is requesting a TIP amendment for action at the September 2025 Regional Technical Committee and DVRPC Board meetings to add \$2 million of Carbon Reduction Program (CRP) funding to advance the design and construction of additional electric vehicle charging stations at public facilities owned by the Chester County government. These new CRP funds will pay to build several stations originally included in our current earmark-funded EV charging station project (MPMS #118553) that exceeded that project's budget due to inflation and had to be omitted from the final PS&E package. These locations include:

- The Chester County Government Services Center (GSC)
- The Chester County Justice Center parking garage
- Springton Manor Park
- Henrietta Hankin Library

In order to make the CRP's obligation deadlines, we intend to advance these funds entirely in FY2026. The charging stations must be redesigned to meet all requirements of the Carbon Reduction Program, and therefore some funding will be needed to modify the engineering work already completed. This includes increasing the number of charging ports per station, along with anticipated additional electrical and utility upgrades. Construction costs are likely to be above \$1 million, but the exact cost won't be known until redesign work is completed. Such costs will be heavily dependent on electrical infrastructure upgrades necessary at each facility.

email: ccplanning@chesco.org • website: www.ChescoPlanning.org

Presuming that toll credits will be used as match, we are asking that DVRPC and PennDOT consider programming the funds as follows:

FY 2026	CRP	FD	\$150,000
FY 2026	CRP	CONS	\$1,850,000

We appreciate your consideration of our request. Please feel free to reach out to myself or to Rachael Griffith, our Sustainability Division Director, at 610-344-6285 if you have any questions or concerns. Thank you.

Sincerely,

Mattew J. Edmond, AICP
Executive Director
Chester County Planning Commission

Matthew J. Edmond

cc: Richard Murphy, DVRPC (via email)
Sean Greene, DVRPC (via email)
Tim Stevenson, PennDOT 6-0 (via email)
Jonathan Korus, PennDOT Central Office (via email)
Josh Maxwell, DVRPC Board Member (via email)
George Martynick, Director of Facilities, Chester County (via email)
David Stauffer, Director of Parks + Preservation, Chester County (via email)

email: <u>ccplanning@chesco.org</u> • website: www.ChescoPlanning.org

#### Date Prepared: September 10, 2025

#### **COMMISSIONER'S SUMMARY SHEET**

#### **DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

#### **SEPTEMBER 25, 2025**

#### **Agenda Item:**

# 5c. <u>PA25-062</u>: <u>Montgomery County Electric Vehicle Charging Program (MPMS #82029)</u>, Montgomery County – Add New Project to the TIP

#### Background/Analysis/Issues:

Montgomery County has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Montgomery County Electric Vehicle Charging Program (MPMS #82029) into the TIP in the amount of \$2,000,000 (\$210,000 CRPU for the FFY26 PE Phase; \$190,000 CRPU for the FFY26 FD Phase; and \$1,600,000 CRPU for the FFY26 CON Phase).

Montgomery County intends to advance the design and construction of an estimated 72 electric vehicle charging stations at 14 different locations on county-owned properties including several park facilities, county service buildings, and 20 stations at trailhead parking lots. Each site will support at least four network-connected charging ports with capacity to extend service to county employees, county fleet vehicles, and the general public. Montgomery County intends to advance these funds in FFY2026. The electric vehicle charging stations in Montgomery County are proposed for the following locations:

- 1) Lower Perkiomen Valley Park 101 New Mill Road, Oaks, PA 19456
- 2) Central Perkiomen Valley Park 6 Plank Road, Schwenksville, PA 19473
- 3) Lorimer Park 183 Moredon Road, Huntingdon Valley, PA 19473
- 4) Montgomery County Emergency Operations Center 50 Eagleville Road, Eagleville, PA 19403
- 5) Montgomery County Fire Academy Training Campus 1175 Conshohocken Road, Conshohocken, PA 19428
- 6) Montgomery County Public Safety Warehouse Upper Dublin, PA
- Montgomery County Youth Center 540 Port Indian Road, Norristown, PA 19403
- 8) Montgomery County Willow Grove Annex 102 N. York Road, Willow Grove, PA 19090
- Montgomery County Norristown Library 1001 Powell Street, Norristown, PA 19401
- 10) John James Audubon Center at Mill Grove 1201 Pawlings Road, Audubon, PA

19403

- 11) Pottsgrove Manor 100 West King Street, Pottstown, PA 19464-6318
- 12) Pennypacker Mills 5 Haldeman Rd, Schwenksville, PA 19473
- 13) Sunrise Mill 343 Neiffer Road, Schwenksville, PA 19473
- 14) Peter Wentz Farmstead 2030 Shearer Road, Lansdale, PA 19446
- 15) 20 Montgomery County Trail Network trailhead parking lots

The Carbon Reduction Program is a federal-aid funding category that was established under the IIJA/BIL to provide for projects that will reduce transportation emissions. Examples of eligible projects include trails, bicycle facilities, improved access to transit, zero emission freight and cargo handling equipment, publicly available zero emission vehicle charging, intelligent transportation systems (ITS), and sidewalk facilities, among others.

#### Financial Constraint:

Financial constraint will be maintained by adjusting other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

#### Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

#### Cost and Source of Funds:

\$2,000,000 CRPU

#### Date Action Required:

September 25, 2025

#### Recommendations:

RTC – Recommends approval..

Staff – Recommends approval.

#### Action Proposed:

The DVRPC Board approves TIP Action PA25-062, Montgomery County's request that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Montgomery County Electric Vehicle Charging Program (MPMS #82029) into the TIP in the amount of \$2,000,000 (\$210,000 CRPU for the FFY26 PE Phase; \$190,000 CRPU for the FFY26 FD Phase; and \$1,600,000 CRPU for the FFY26 CON Phase).

## Attachments:

- 1. PennDOT FCC #074
- 2. Request Letter

## Pennsylvania - Highway and Transit Program

#### Montgomery

MPMS# 82029 Montgomery County Electric Vehicle Charging Program

AQ Code NRS LIMITS:

Latitude: MUNICIPALITIES Various

Longitude: Other PROJ MANG: J. Banks

The County intends to expand its electric vehicle charging infrastructure to a number of parks facilities, county service buildings, and trail parking lots. Each site will support dual port phase 2 chargers with capacity to extend service to county employees, county fleet vehicles and the general public. We intend to advance these funds in FY 2026.

Action: PA25-062

The locations of the proposed charging sites are identified as follows:

- 1. Lower Perkiomen Valley Park 101 New Mill Road, Oaks, PA 19456
- 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 2. Central Perkiomen Valley Park 6 Plank Road, Schwenksville, PA 19473
- 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 3. Lorimer Park 183 Moredon Road, Huntingdon Valley, PA 19473
- 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 4. Montgomery County Emergency Operations Center 50 Eagleville Road, Eagleville, PA 19403
- 2 chargers to be installed in a limited publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 5. Montgomery County Fire Academy Training Campus 1175 Conshohocken Road, Conshohocken, PA 19428
- 4 chargers to be installed in a publicly-accessible parking lot with capacity to charge 8 vehicles simultaneously
- 6. Montgomery County Public Safety Warehouse Upper Dublin, PA
- 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 7. Montgomery County Youth Center 540 Port Indian Road, Norristown, PA 19403
- 4 charges to be installed in a publicly-accessible parking lot with capacity to charge 8 vehicles simultaneously
- 8. Montgomery County Willow Grove Annex 102 N. York Road, Willow Grove, PA 19090
- 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 9. Montgomery County Norristown Library 1001 Powell Street, Norristown, PA 19401
- 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 10. (20) Montgomery County Trail Network trailhead parking lots
- 40 chargers to be installed in public-facing trail parking lots with capacity to charge 80 vehicles simultaneously
- 11. John James Audubon Center at Mill Grove 1201 Pawlings Road, Audubon, PA 19403
- 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 12. Pottsgrove Manor 100 West King Street, Pottstown, PA 19464-6318
- 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 13. Pennypacker Mills 5 Haldeman Rd, Schwenksville, PA 19473
- 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 14. Sunrise Mill 343 Neiffer Road, Schwenksville, PA 19473
- 2 chargers to be installed in a parking lot that will be publicly-accessible with capacity to charge 4 vehicles simultaneously
- 15. Peter Wentz Farmstead 2030 Shearer Road, Lansdale, PA 19446
- 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously

#### **Summary of Action:**

Action to amend the FFY2025 TIP for Pennsylvania by adding the Montgomery County Electric Vehicle Charging Program (MPMS #82029) into the TIP in the amount of \$2,000,000 (\$210,000 CRPU for the FFY26 PE Phase; \$190,000 CRPU for the FFY26 FD Phase; and \$1,600,000 CRPU for the FFY26 CON Phase).

The proposed action will add a new project to the TIP

Pennsylvania - Highway and Transit Program

## Montgomery

#### **After Proposed Action**

					•	TIP Progr	am Yea	rs (\$ 000	0)				
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	CRPU		210										
FD	CRPU		190										
CON	CRPU		1,600										
		0	2,000	0	0	0	0	0	0	0	0	0	0
		Total FY2	2025-2028	2,0	000	Total FY2	2029-2032		0	Total FY	2033-2036		0

Action: PA25-062

#### MONTGOMERY COUNTY BOARD OF COMMISSIONERS

NEIL K. MAKHIJA, CHAIR JAMILA H. WINDER, VICE CHAIR THOMAS DIBELLO, COMMISSIONER

WWW.MONTGOMERYCOUNTYPA.GOV



## MONTGOMERY COUNTY PLANNING COMMISSION

Montgomery County • PO Box 311 Norristown, Pa 19404-0311

610-278-3722 PLANNING@MONTGOMERYCOUNTYPA.GOV

> SCOTT FRANCE, AICP EXECUTIVE DIRECTOR

August 1, 2025

Mr. Jesse Buerk Manager, Office of Capital Programs Delaware Valley Regional Planning Commission 190 North Independence Mall West – 8th Floor Philadelphia, PA 19106-1520

RE: Montgomery County Electric Vehicle Charging Program Carbon Reduction Funds TIP Amendment Request

#### Dear Jesse:

Montgomery County is requesting a TIP amendment for action at the September 2025 Regional Technical Committee and DVRPC Board meetings to advance the design and construction of 72 electric vehicle charging stations as part of 15 projects throughout Montgomery County on county-owned properties. The County intends to expand its electric vehicle charging infrastructure to a number of parks facilities, county service buildings, and trail parking lots. Each site will support dual port phase 2 chargers with capacity to extend service to county employees, county fleet vehicles and the general public. We intend to advance these funds in FY 2026.

The locations of the proposed charging sites are identified as follows:

- 1. Lower Perkiomen Valley Park 101 New Mill Road, Oaks, PA 19456
  - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 2. Central Perkiomen Valley Park 6 Plank Road, Schwenksville, PA 19473
  - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 3. Lorimer Park 183 Moredon Road, Huntingdon Valley, PA 19473
  - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 4. Montgomery County Emergency Operations Center 50 Eagleville Road, Eagleville, PA 19403
  - 2 chargers to be installed in a limited publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 5. Montgomery County Fire Academy Training Campus 1175 Conshohocken Road, Conshohocken, PA 19428
  - 4 chargers to be installed in a publicly-accessible parking lot with capacity to charge 8 vehicles simultaneously
- 6. Montgomery County Public Safety Warehouse Upper Dublin, PA
  - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 7. Montgomery County Youth Center 540 Port Indian Road, Norristown, PA 19403

- 4 charges to be installed in a publicly-accessible parking lot with capacity to charge 8 vehicles simultaneously
- 8. Montgomery County Willow Grove Annex 102 N. York Road, Willow Grove, PA 19090
  - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 9. Montgomery County Norristown Library 1001 Powell Street, Norristown, PA 19401
  - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 10. (20) Montgomery County Trail Network trailhead parking lots
  - 40 chargers to be installed in public-facing trail parking lots with capacity to charge 80 vehicles simultaneously
- 11. John James Audubon Center at Mill Grove 1201 Pawlings Road, Audubon, PA 19403
  - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 12. Pottsgrove Manor 100 West King Street, Pottstown, PA 19464-6318
  - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 13. Pennypacker Mills 5 Haldeman Rd, Schwenksville, PA 19473
  - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 14. Sunrise Mill 343 Neiffer Road, Schwenksville, PA 19473
  - 2 chargers to be installed in a parking lot that will be publicly-accessible with capacity to charge 4 vehicles simultaneously
- 15. Peter Wentz Farmstead 2030 Shearer Road, Lansdale, PA 19446
  - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously

Our request for funding allocation is as follows:

Preliminary Engineering (FY 2026): \$210,000

Final Design (FY 2026): \$190,000 Construction (FY 2027): \$1,600,000

TOTAL: \$2,000,000

These funds have been allocated to Montgomery County through the Carbon Reduction Funding Program. If you have any questions, please contact me at 610-278-3730 or <a href="mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailto:mailt

Sincerely,

Matthew Popek, AICP

Transportation Planning Manager

Matthew Popek

CC: Richard Murphy, DVRPC

Sean Greene, DVRPC

Tim Stevenson, PennDOT 6-0 Jonathan Korus, PennDOT 6-0

Scott France, MCPC Executive Director

Jesse King, Montgomery County Assets & Infrastructure

Commissioner Neil K. Makhija, DVRPC Board Representative

#### **COMMISSIONER'S SUMMARY SHEET**

#### DELAWARE VALLEY REGIONAL PLANNING COMMISSION

#### **SEPTEMBER 25, 2025**

#### **Agenda Item:**

5d. PA25-063: Cottman Avenue: Castor Avenue to US 1 Streetscapes and Corridor Safety (MPMS #82199 and #118100), City of Philadelphia – Add New Projects to the TIP

#### Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by adding two new related projects to the TIP, the Cottman Avenue: Castor Avenue to US 1 Streetscapes project (MPMS #82199) and Cottman Avenue Corridor Safety project (MPMS #118100), in the total amount of \$14,150,000 for MPMS #82199 including \$8,070,000 (\$4,120,000 TAU/\$3,950,000 LOC) for the Construction (CON) Phase in FFY25 and \$6,080,000 (\$6,000,000 sNHPP/\$80,000 TAU) for the CON Phase in FFY26. The Cottman Avenue Corridor Safety project (MPMS #118100) will also be added to the TIP in the total amount of \$3,900,000 ASE for the CON Phase in FFY25. The sNHPP (SPIKE) and ASE funds are additional to the region.

The two projects feature construction of medians, green stormwater infrastructure, and traffic signals. The project was originally a \$7.85M (approximate) project fully funded with Philadelphia Water Department (\$2.7M), Commerce Dept (\$1.25M), and ASE (Automated Speed Enforcement) (\$3.9M) funds. However, a substantial cost increase was needed as this is the same area where a medical jet crashed along Cottman Avenue in Northeast Philadelphia earlier this year. As a result, the Cottman Avenue Streetscape project has an approximate \$10.15M increase. The Cottman Avenue Corridor Safety (MPMS #118100) project was created as a breakout project to carry the now \$3.9M in ASE funds associated with the original streetscape project.

#### Financial Constraint:

Financial constraint will be maintained by adjusting other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint. The ASE and SPIKE funding are additional and external funds to DVRPC's Core funding.

#### Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

#### Cost and Source of Funds:

\$18,050,000 (\$6,000,000 sNHPP/\$3,900,000 ASE/\$4,200,000 TAU/\$3,950,000 LOC)

#### Date Action Required:

September 25, 2025

#### Recommendations:

RTC – Recommends approval.

Staff – Recommends approval.

#### Action Proposed:

The DVRPC Board approves TIP Action PA25-063, PennDOT's request that DVRPC amend the FFY2025 TIP for Pennsylvania by adding two new related projects to the TIP, the Cottman Avenue: Castor Avenue to US 1 Streetscapes project (MPMS #82199) and Cottman Avenue Corridor Safety project (MPMS #118100), in the total amount of \$18,050,000 (\$14,150,000 for MPMS #82199 including \$8,070,000 (\$4,120,000 TAU/\$3,950,000 LOC) for the Construction (CON) Phase in FFY25 and \$6,080,000 (\$6,000,000 sNHPP/\$80,000 TAU) for the CON Phase in FFY26; and \$3,900,000 ASE for the Cottman Avenue Corridor Safety project (#118100) for the CON Phase in FFY25.)

#### Attachments:

- 1. PennDOT FCC #075 and PennDOT Statewide FCC
- 2. Project Location Map

## Pennsylvania - Highway and Transit Program

**Philadelphia** 

MPMS# 82199 Cottman Avenue: Castor Avenue to US 1 Streetscapes

AQ Code NRS LIMITS:

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Streetscape PROJ MANG: P. Berthold

Construction of medians, green stormwater infrastructure, traffic signals along Cottman Avenue between Castor Avenue and US 1.

#### **Summary of Action:**

Action to amend the FFY2025 TIP for Pennsylvania by adding the Cottman Avenue: Castor Avenue to US 1 Streetscapes project (MPMS #82199) into the TIP in the total amount of \$14,150,000, including \$8,070,000 (\$4,120,000 TAU/\$3,950,000 LOC) for the Construction (CON) Phase in FFY25 and \$6,080,000 (\$6,000,000 sNHPP/\$80,000 TAU) for the Construction (CON) Phase in FFY26.

Action: PA25-063

The proposed action will add a new project to the TIP

#### **After Proposed Action**

					TIP Progr	am Yea	rs (\$ 000	0)				
<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
TAU	4,120											
LOC	3,950											
SPK-NHPF		6,000										
TAU		80										
	8,070	6,080	0	0	0	0	0	0	0	0	0	0
	Total FY2	2025-2028	14,	150	Total FY	2029-2032		0	Total FY	2033-2036		0
	TAU LOC SPK-NHPF	TAU 4,120 LOC 3,950 SPK-NHPF TAU 8,070	TAU 4,120 LOC 3,950 SPK-NHPF TAU 6,000 80 8,070 6,080	TAU 4,120 LOC 3,950 SPK-NHPF TAU 80 8,070 6,080 0	Fund FY2025 FY2026 FY2027 FY2028 TAU 4,120	Fund         FY2025         FY2026         FY2027         FY2028         FY2029           TAU         4,120         FY2027         FY2028         FY2029           SPK-NHPF         6,000         FY2029         FY2029           TAU         80         0         0           8,070         6,080         0         0         0	Fund         FY2025         FY2026         FY2027         FY2028         FY2029         FY2030           TAU         4,120         FY2027         FY2028         FY2029         FY2030           SPK-NHPF         6,000         FY2029         FY2030           TAU         80         FY2029         FY2030           8,070         6,080         0         0         0	Fund TAU LOC SPK-NHPF TAU         FY2025 8,070         6,080         0         0         0         0         0         0         0	TAU 4,120 LOC 3,950 SPK-NHPF TAU 80 8,070 6,080 0 0 0 0 0 0	Fund TAU LOC SPK-NHPF TAU         6,000 80         6,080         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	Fund A,120	Fund A,120 A,120 SPK-NHPF TAU 80 6,080 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

MPMS# 118100 Cottman Avenue Corridor Safety

AQ Code NRS LIMITS

Latitude: MUNICIPALITIES Philadelphia City

**Longitude:** Streetscape PROJ MANG: J. Burns

The project consists of safety and streetscape improvements including a new signalized mid-block pedestrian crossing, upgraded traffic signals, raised center medians, new highway and pedestrian lighting, curb extensions, ADA Ramps, and others.

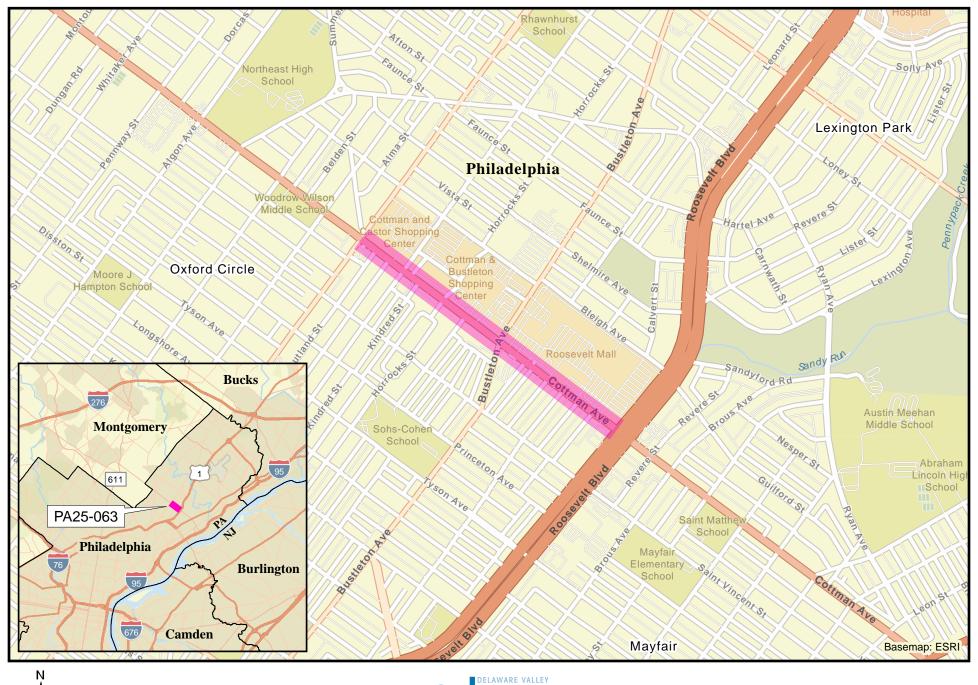
#### **Summary of Action:**

Action to amend the FFY2025 TIP for Pennsylvania by adding the Cottman Avenue Avenue Corridor Safety project (#118100) into the TIP in the amount of \$3,900,000 ASE for the FFY25 CON Phase.

The proposed action will add a new project to the TIP

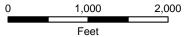
				,	TIP Progr	am Yea	rs (\$ 000	0)				
Phase Fund CON ASE	<u>FY2025</u> 3,900	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
	3,900 Total FY2	0 025-2028	0 3,9	0 900	0 Total FY	0 2029-2032	0	0	0 Total FY	0 ′2033-2036	0	0

## PA25-063: Cottman Avenue: Castor Avenue – US 1 Streetscape









#### **COMMISSIONER'S SUMMARY SHEET**

#### **DELAWARE VALLEY REGIONAL PLANNING COMMISSION**

#### **SEPTEMBER 25, 2025**

#### **Agenda Item:**

# 5e. <u>PA25-064: Bellwether District Master Study (MPMS #118010), City of</u> Philadelphia – Add New Project to the TIP

#### Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by adding a new project to the TIP, the Bellwether District Master Study (MPMS #118010), in the total amount of \$800,000 (\$100,000 s581/\$700,000 LOC) for the STUDY Phase in FY25. These are additional funds to the region.

The purpose of the Bellwether District Master Study (the Study) is to identify potential operational and safety improvements to the study area, including the 34<sup>th</sup> Street corridor, considering the additional volumes expected to be generated by the full build out of the Bellwether District Innovation Campus and the Pennovation development. The Study will present the potential improvements and recommendations to PennDOT and the City of Philadelphia for further evaluation, consideration, and progression to design as appropriate. The actual design and construction of any potential improvements identified, their delivery timing, and source of funding will be a topic of future coordination between the Bellwether District, Pennovation, PennDOT, and the City of Philadelphia. This study will be completed in close coordination with Stantec, in their capacity as Traffic Engineer and Representative for Pennovation/University of Pennsylvania. This supplementary study is expected to have no impact on the ongoing design and schedule of the Bellwether District Innovation Phase 1 permitting. It will serve as a basis of future Transportation Impact Studies that will guide the development of both campuses of the Bellwether District.

#### Financial Constraint:

Financial constraint will be maintained as these are additional and external funds to DVRPC's Core funding.

#### **Conformity Finding:**

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

#### Cost and Source of Funds:

\$800,000 (\$100,000 s581/\$700,000 LOC)

#### **Date Action Required:**

September 25, 2025

#### Recommendations:

RTC – Recommends approval.

Staff – Recommends approval.

#### **Action Proposed:**

The DVRPC Board approves TIP Action PA25-064, PennDOT's request that DVRPC amend the FFY2025 TIP for Pennsylvania by adding a new project to the TIP, the Bellwether District Master Study (MPMS #118010), in the total amount of \$800,000 (\$100,000 s581/\$700,000 LOC) for the STUDY Phase in FY25.

#### Attachments:

- 1. PennDOT Statewide FCC
- 2. Project Location Map

## Pennsylvania - Highway and Transit Program

#### **Philadelphia**

MPMS# 118010 Bellwether District Master Study

AQ Code NRS LIMITS

Latitude: MUNICIPALITIES: Philadelphia City

Longitude: Other PROJ MANG: T. Stevenson

The purpose of the Bellwether District Master Study (the Study) is to identify potential operational and safety improvements to the study area, including the 34th Street corridor, considering the additional volumes expected to be generated by the full build out of the Bellwether District Innovation Campus and the Pennovation development. The Study will present the potential improvements and recommendations to PennDOT and the City of Philadelphia for further evaluation, consideration, and progression to design as appropriate. The actual design and construction of any potential improvements identified, their delivery timing, and source of funding will be a topic of future coordination between the Bellwether District, Pennovation, PennDOT and the City of Philadelphia. This study will be completed in close coordination with Stantec, in their capacity as Traffic Engineer and Representative for Pennovation/University of Pennsylvania (Penn). This supplementary study is expected to have no impact to the ongoing design and schedule of the Bellwether District Innovation Phase 1 permitting. This study will serve as a basis of future Transportation Impact Studies that will guide the development of both campuses of the Bellwether District.

Action: PA25-064

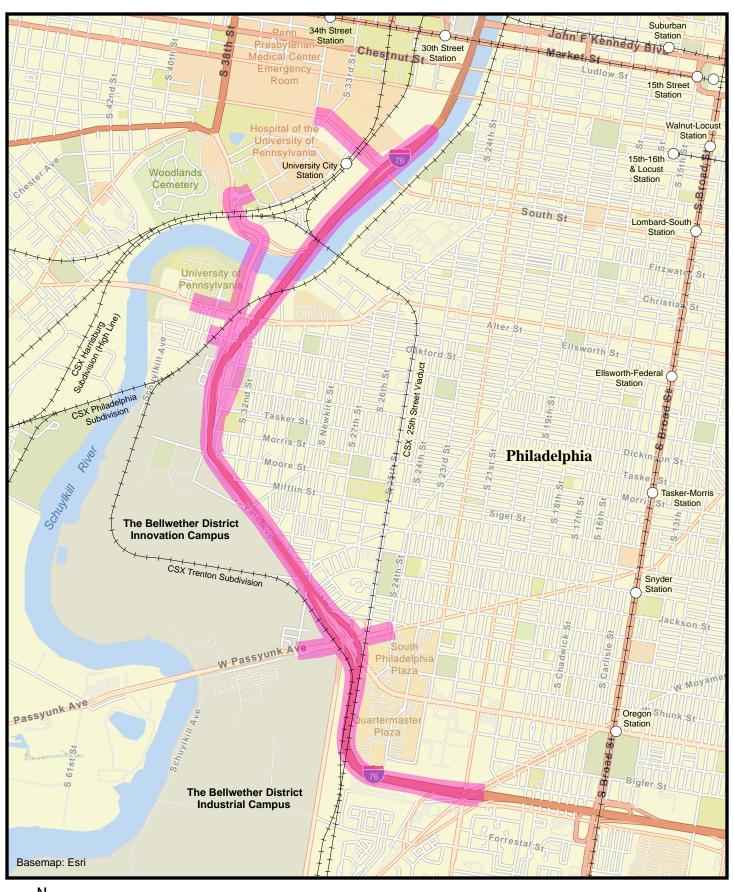
#### **Summary of Action:**

Action to amend the FFY2025 TIP for Pennsylvania by adding a new project to the TIP, the Bellwether District Master Study (MPMS #118010), in the total amount of \$800,000 (\$100,000 s581/\$700,000 LOC) for the STUDY Phase in FY25. These are additional funds to the region.

The proposed action will add a new project to the TIP

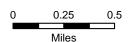
						Т	IP Progr	am Yea	rs (\$ 000	0)					
<u>Phase</u>	<u>Fund</u>	FY2025	FY2026	FY2027	FY2028	7	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY203	<u>6</u>
STUD	S581	100													
STUD	LOC	700													
		800	0	0	0		0	0	0	0	0	0	0		0
		Total FY	2025-2028		800		Total FY2	2029-2032		0	Total FY	/2033-2036		0	
	İ														_

## PA25-064: Bellwether District Master Study









# PennDOT Fiscal Constraint Charts (September 2025)

#### DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA FISCAL CONSTRAINT CHART FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs: 140017, 141018, 141019, 141021, 141026, 141029, 141030, 141031, 141033, 141034, 141035, 141037, 141038, 141040, 141099

TIP MODIFICATIONS FOR JUNE 2025 Chart #64

Chart: 064

Administr		us/Negative denot	Fund Type		FFY 2025		FFY 2026			FFY 2027			FFY 2028		2ND 4	YRS FFY 20	129	2ND 4	YRS FFY 2030	2ND 4	YRS FFY	2031	2ND 4 YRS	FFY 2032	38	D 4 YRS		TOTAL	
Project Title			s. Fed. Sta.		State (\$) Loc	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)		Fed. (\$)			Fed. (\$) State (\$			State (\$)	LOC	TOTAL	Remarks
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PROGRAM(BRIP) LINE ITEM	447007		re BRIP	487,853	0 0	107,000	0	0	394,000	0	0	676,000	0	0	2,849,000	0	0	1,014,856	0 0	0	0	0	0	0 0	0	0	0	5,528,709	
MONTGOMERY	117997	CON Adju	st BRIP	616,000	0 0	0	0	0	1,559,000	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	2,175,000	
		After	BRIP	1,103,853	0 0	107,000	0	0	1,953,000	0	0	676,000	0	0	2,849,000	0	0	1,014,856	0 0	0	0	0	0	0 0	0	0	0	7,703,709	
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S. CREEK RD O/ BRANDYWINE(C)		Befo	re BRIP	3,000,000	0 0	4,668,000	0	0	2,332,000	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	10,000,000	CONVERT UNDER 2025
DELAWARE	69665	CON Adju	st BRIP	0	0 0	0	0	0	(1,559,000)	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	(1,559,000)	TIP OF \$8,441,000.
SR,3101,DRB		After	BRIP	3,000,000	0 0	4,668,000	0	0	773,000	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	8,441,000	
BRIDGE RESERVE LINE ITEM		Befo	ore BOF 185	1,744,000	331,129 212,500	14,956	935,339	330,000	0	2,089,338	0	0	803,000	0	0	51,000	0	0	189,000 0	0	0	0	0	0 0	1,724,000	46,897,714	0	55,321,976	LINE ITEM
BUCKS	79929	CON Adju	st BOF 185	0	0 0	0	0	0	0	(550,000)	0	0	(300,000)	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	(850,000)	
		Afte	r BOF 185	1,744,000	331,129 212,500	14,956	935,339	330,000	0	1,539,338	0	0	503,000	0	0	51,000	0	0	189,000 0	0	0	0	0	0 0	1,724,000	46,897,714	0	54,471,976	LINE ITEM
STP LINE ITEM	79927	Befo	re STP 581	1,270,041	0 0	92,000	0	398,000	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	1,760,041	
BUCKS	. 552.		st STP 581	<b>800,000</b> 2,070,041	0 0	92,000	0	398,000	0	0	0	0		0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	800,000 2,560,041	
EDISON FURLONG RD O/ PEBBLE CR			re STP TC		0 0	92,000	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	800,000	CASH FLOWING BASED ON CURRENT ANTICIPATED LET DATE.
BUCKS	116893	CON Adju	st STP TC	(800,000)	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	(800,000)	
SR,2079,BPC		After		0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	0	
EDISON FURLONG RD O/ PEBBLE CR		Befo	re	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	0	CASH FLOWING BASED ON CURRENT ANTICIPATED LET DATE.
BUCKS	116893	CON Adju	st 185	0	0 0	0	0	0	0	550,000	0	0	300,000	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	850,000	
SR,2079,BPC		After	185	0	0 0	0	0	0	0	550,000	0	0	300,000	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	850,000	
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM		Befo	re BRIP	1,103,853	0 0	107,000	0	0	1,953,000	0	0	676,000	0	0	2,849,000	0	0	1,014,856	0 0	0	0	0	0	0 0	0	0	0	7,703,709	LINE ITEM
MONTGOMERY	117997	CON Adju	st BRIP	0	0 0	0	0	0	(460,144)	0	0	(676,000)	0	0	(2,849,000)	0	0	(1,014,856)	0 0	0	0	0	0	0 0	0	0	0	(5,000,000)	
		After	BRIP	1,103,853	0 0	107,000	0	0	1,492,856	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	2,703,709	
BRIDGE RESERVE LINE ITEM			ore BOF 185	1,744,000	331,129 212,500	14,956	935,339	330,000	0	1,539,338	0	0	503,000	0	0	51,000	0	0	189,000 0	0	0	0	0	0 0	1,724,000	46,897,714	0	54,471,976	LINE ITEM
BUCKS	79929		st BOF 185		0 0	1	0	0	0	1,000,000	0	0		0	0		0	0		0	0	0	0	0 0	0	0	0	5,628,000	
DA 44 O/E DD WILLIE		Afte	r BOF 185		331,129 212,500	14,956	935,339	330,000	0	2,539,338	0	0	5,131,000	0	0	51,000	0	0	189,000 0	0	0	0	0	0 0	1,724,000	46,897,714	0	60,099,976	FEDERALIZING CON PHASE TO FREE UP
PA 41 O/ E BR WHITE CLAY CR		Befo			0 0	0	0		0	1,000,000	0	0		0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0		STATE FUNDS. DESIGN IS CURRENTLY FEDERALY FUNDED.
CHESTER	78617	CON Adju	st 185	0	0 0	0	0	0	0	(1,000,000)	0	0	(4,628,000)	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	(5,628,000)	
SR,0041,B41		After		0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0	0	0	,

Chart: 064

* Positive number d	denotes a surplus	s/Negative o	enotes a de	ficit																											
PA 41 O/ E BR WHITE CLAY CR		E	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0		FEDERALIZING CON PHASE TO FREE UP STATE FUNDS. DESIGN IS CURRENTLY FEDERALY FUNDED.
CHESTER	78617	CON	Adjust E	BRIP TC		0	0	0	0	0	0	460,144	0 (	676,000	0	0	2,849,000	0	0	1,014,856	0	0	0	0	0 0	0	0	0	0	0 5,000,000	CURRENT CON ESTIMATE IS \$5M.
SR,0041,B41		,	After E	BRIP TC		0	0	0	0	0	0	460,144	0	676,000	0	0	2,849,000	0	0	1,014,856	0	0	0	0	0 0	0	0	0	0	0 5,000,000	I
STP LINE ITEM	79927	CON	Before	STP 581	2	2,070,041	0	0	92,000	0	398,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 2,560,041	LINE ITEM
вискѕ	73327		Adjust	STP 581	1	1,612,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 1,612,000	1
		,	After	STP 581	3	3,682,041	0	0	92,000	0	398,000	0	0 (	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 4,172,041	LINE ITEM
BRIDGE RESERVE LINE ITEM	79929	CON	Before E	BOF 185	5 1	1,744,000	331,129	212,500	14,956	935,339	330,000	0	2,539,338	0	5,131,000	0	0	51,000	0	0	189,000	0	0	0	0 0	0	0	1,724,000	46,897,714	0 60,099,976	INE HEM
BUCKS		-	Adjust E		5	0	404,000	0	0	(411,000)	0	0	(750,000)	0	(915,000)	0	0	0		0	0	0	0	0	0 0	0	0	0	0	0 (1,672,000)	1
		,	After I	3OF 185	5 1	1,744,000	735,129	212,500	14,956	524,339	330,000	0	1,789,338	0	4,216,000	0	0	51,000	0	0	189,000	0	0	0	0 0	0	0	1,724,000	46,897,714	0 58,427,976	O A O LI FI O WINO
PA 41 O/ E BR WHITE CLAY CR		E	Before	STP 185	5	594,000	149,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0		CASH FLOWING BASED ON WHEN FUNDS NEEDED, ALSO SWITCHING PHASE TO STATE FUNDED TO FREE UP FEDERAL
CHESTER	78617	FD /	Adjust	STP 185	i	(594,000)	(149,000)	0	0	0	0	0	0 (	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 (743,000)	
SR,0041,B41		,	After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	I
PA 41 O/ E BR WHITE CLAY CR		E	Before			0	0	0	0	0	0	0	0 (	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0		CASH FLOWING BASED ON WHEN FUNDS NEEDED, ALSI SWITCHING PHASE T STATE FUNDED TO FREE UP FEDERAL
CHESTER	78617	FD /	Adjust	185	,	0	0	0	0	100,000	0	0	250,000	0	415,000	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 765,000	FREE UP FEDERAL FUNDS.
SR,0041,B41		,	After	185		0	0	0	0	100,000	0	0	250,000	0	415,000	0	0	0	0	0	0	0	o	0	0 0	0	0	0	0	0 765,000	I
PA 41 O/ E BR WHITE CLAY CR		E	Before	STP 185	5 1	1,018,000	255,000	0	0	0	0	0	0 (	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 1,273,000	STATE FUNDED TO
CHESTER	78617	ROW	Adjust	STP 185	(1	1,018,000)	(255,000)	0	0	0	0	0	0 (	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0		FREE UP FEDERAL
SR,0041,B41			After			0	0	0	0	0	0	0	0 (	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	I
PA 41 O/ E BR WHITE CLAY CR		E	Before			0	0	0	0	0	0	0	0 (	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	CASH FLOWING BASED ON WHEN FUNDS NEEDED, ALS SWITCHING PHASE T STATE FUNDED TO
CHESTER	78617	ROW	Adjust	185	;	0	0	0	0	311,000	0	0	500,000	0	500,000	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 1,311,000	FREE UP FEDERAL FUNDS.
SR,0041,B41		,	After	185		0	0	0	0	311,000	0	0	500,000	0	500,000	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 1,311,000	I
STU LINE ITEM			Refore 6	STU 581		635,871	737,788	-	3,298,235	1,197,000	0	625,000	245,000	) ^	2,240,000	0			0	0	0	0	0	0	0 0		0	8,571,600	1,151,000	0 18,701,494	LINE ITEM
BUCKS	79980	-		STU 581	_	861,000	0	0	861,000	0	0	0	0 0	0 0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 1,722,000	1
		-		STU 581	_	1,496,871	737,788	0	4,159,235	1,197,000	0	625,000	245,000	0	2,240,000	0	0	0	0	0	0	0	0	0	0 0	0	0	8,571,600	1,151,000	0 20,423,494	1
BRIDGE RESERVE LINE ITEM			Before I	3OF 185	5 1	1,744,000	735,129	212,500	14,956	524,339	330,000	0	1,789,338	0	4,216,000	0	0	51,000	0	0	189,000	0	0	0	0 0	0	0	1,724,000	46,897,714	0 58,427,976	LINE ITEM
вискѕ	79929	CON	Adjust E	BOF 185	5	0	215,000	0	0	215,000	0	0	0 (	0	(2,283,000)	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 (1,853,000)	1
		,	After E	3OF 185	5 1	1,744,000	950,129	212,500	14,956	739,339	330,000	0	1,789,338	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0 0	0	0	1,724,000	46,897,714	0 56,574,976	1
ROSEDALE RD O/ BR UNAMI CR		E	Before	STU 185	5	861,000	215,000	0	861,000	215,000	0	0	0 (	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 2,152,000	CASH FLOWING BASED ON CURRENT ANTICIPATED LET DATE , AND SWITCHING PAHSE T
BUCKS	69823	CON	Adjust	STU 185	,	(861,000)	(215,000)	0	(861,000)	(215,000)	0	0	0 (	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 (2,152,000)	100% STATE.
SR,4059,BB1				STU 185		0	0	0	0	0	0	0	0 (	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	
ROSEDALE RD O/ BR UNAMI CR			Before			0	0	0	0	0	0	0	0 (	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	CASH FLOWING BASED ON CURRENT ANTICIPATED LET DATE , AND SWITCHING PAHSE T
BUCKS	69823	CON	Adjust	185	,	0	0	0	0	0	0	0	0 (	0 0	2,283,000	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 2,283,000	100% STATE.
SR,4059,BB1			After	185	,	0	0	0	0	0	0	0	0	0	2,283,000	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0 2,283,000	I

Chart: 064

\* Positive number denotes a surplus/Negative denotes a deficit

* Positive number denotes a surplus/Negative denotes a deficit																							
STU LINE ITEM		Before	STU 581	1,496,871 737,788	0 4,159,235	1,197,000	0 625,000	245,000	0 0	2,240,000	0 0	0	0	0 0	0	0 0	0	0	0	0 8,571,600	1,151,000	0 20,423	LINE ITEM
									1											-,- ,			
BUCKS	79980	CON Adjust	STU 581	0 1,853,000	0 0	(500,000)	0 0	(100,000)	0	(1,253,000)	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0
		After	STU 581	1,496,871 2,590,788	0 4,159,235	697,000	0 625,000	145,000	0 0	987,000	0 0	0	0	0 0	0	0 0	0	0	0	0 8,571,600	1,151,000	0 20,423	494
							1		1									-					CASH FLOWING
US 1: PA41-		Roforo	581	0 1,853,000	0 0	3,024,000	0 0	1,755,000						0 0					0		0	0 6,632	BASED ON WHEN FUNDS WILL BE
SCHOOLHOUSE RD		Before	561	0 1,653,000	0	3,024,000	٥	1,755,000	0	"	0	"	۰	٥	"	١	' I I I	١	٠	0	0	0 6,632	NEEDED.
		<u> </u>					_		-														
CHESTER	113312	FD Adjust	581	0 (1,853,000	0 0	500,000	0 0	100,000	0 0	1,253,000	0 0	0	0	0 0	0	0 0	0	0	0	0	0	0	0
SR,0001,210		After	581	0 0	0 0	3,524,000	0 0	1,855,000	0 0	1,253,000	0 0	0	0	0 0	0	0 0	0	0	0	0	0	0 6,632	,000
STU LINE ITEM		Before	STU 581	1,496,871 2,590,788	0 4,159,235	697,000	0 625,000	145,000	0 0	987,000	0 0	0	0	0 0	0	0 (	0	0	0	0 8,571,600	1,151,000	0 20,423	,494 LINE ITEM
вискѕ	79980	CON Adjust	STU 581	403,000 101,000	0 0	0	0 0	(141,000)	0 0	(405,000)	0	0	0	0 0		0 0		0	0	0	0	0 (42	,000)
Воско	19900	Adjust	310 361	403,000 101,000	0 0	U U	0	(141,000)	0	(405,000)	0	0	0	0 0	0	0 0	0	0	0	0	0	0 (42	,000)
		After	STU 581	1,899,871 2,691,788	0 4,159,235	697,000	0 625,000	4,000	0 0	582,000	0 0	0	0	0 0	0	0 0	0	0	0	8,571,600	1,151,000	0 20,381	494
									1														CASH FLOWING
BUSTLETON & 2ND		Before	STU 581	106,000 27,000	0 0	0	0		م ا	0	0	0	0	0 0	0	0 0		0	0	0	0	0 133	BASED ON WHEN FUNDS WILL BE
ST PK ROUNDABOUT				27,000					· [									-			, i	1.00	SWITCHING PHASE TO
BUCKS	446000	Auto	etil 504	(106,000) (27,000		0	0 0		0 0					0 0		0 0		0	0		0	0 (133	100% STATE.
DOCKS	118020	UIL Aujust	STU 581	(100,000) (27,000	, ,	U	-	"	<u> </u>	"	0	0	0	0	U	0	0	U	U	0	U	0 (133	,000)
SR,0232,BNR		After		0 0	0 0	0	0 0	0	0	0	0 0	0	0	0 0	0	0	0	0	0	0	0	0	0
																							CASH FLOWING BASED ON WHEN
BUSTLETON & 2ND ST PK ROUNDABOUT		Before		0 0	0 0	0	0 0	0	0 0	0	0 0	0	0	0 0	0	0 (	0	0	0	0	0	0	0 FUNDS WILL BE NEEDED., AND
ST PK ROUNDABOUT																							SWITCHING PHASE TO 100% STATE.
BUCKS	118020	UTL Adjust	581	0 0	0 0	0	0 0	141,000	0 0	0	0 0	0	0	0 0	0	0 0	0	0	0	0	0	0 141	
	110020	OIL WAR						,,,,,															
00 0000 0110																							
SR,0232,BNR		After	581	0 0	0 0	0	0	141,000	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0 141	,000
DUCTI ETON 8 OND																							CASH FLOWING BASED ON WHEN
BUSTLETON & 2ND ST PK ROUNDABOUT		Before	STU 581	297,000 74,000	0 0	0	0 0	0	0 0	0	0 0	0	0	0 0	0	0 (	0	0	0	0	0	0 371	,000 FUNDS WILL BE NEEDED., AND
																							SWITCHING PHASE TO 100% STATE.
BUCKS	118020	ROW Adjust	STU 581	(297,000) (74,000	0 0	0	0 0	0	0 0	0	0 0	0	0	0 0	0	0 0	0	0	0	0	0	0 (371	,000)
SR,0232,BNR		After		0 0	0 0	0	0 0	0	0	0	0	0	0	0 0	0	0		0	0	0	0	0	0
0.,,===,=									1														
									1														CASH FLOWING
BUSTLETON & 2ND		D. (																					CASH FLOWING BASED ON WHEN FUNDS WILL BE
ST PK ROUNDABOUT		Before	·	0 0	0 0	0	٥	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0	0	NEEDED., AND SWITCHING PHASE TO
																							100% STATE.
BUCKS	118020	ROW Adjust	581	0 0	0 0	0	0 0	0	0 0	405,000	0 0	0	0	0 0	0	0 0	0	0	0	0	0	0 405	,000
SR,0232,BNR		After	581	0 0	0 0	0	0 0	0	0 0	405,000	0 0	0	0	0 0	0	0 (	0	0	0	0	0	0 405	,000
																							UNE ITE
STU LINE ITEM		Before	STU 581	1,899,871 2,691,788	0 4,159,235	697,000	0 625,000	4,000	0 0	582,000	0 0	0	0	0 0	0	0	0	0	0	0 8,571,600	1,151,000	0 20,381	494 LINE ITEM
BUCKS	79980	CON Adiabat	STU 581	<b>3,460,000</b> 0	0 0	0	0 0				0		0	0 0	0			0	0	0 (3,460,000)	0	0	
BUCKS	1 3300			3,400,000	0	U	0	, , , , , , , , , , , , , , , , , , ,	0	0	0	0	0	0	U	0	0	U	U	(3,460,000)	0	0	
		After	STU 581	5,359,871 2,691,788	0 4,159,235	697,000	0 625,000	4,000	0 0	582,000	0 0	0	0	0 0	0	0	0	0	0	5,111,600	1,151,000	0 20,381	494
OXFORD VALLEY RD:					<del>                                     </del>																		CASH FLOWING BASED ON CURRENT ESTIMATED LET DATE
LINCOLN HWY-		Before	STU TC	3,460,000 0	0 1,460,000	0	0 2,460,000	0	0 2,460,000	0	0 2,000,000	0	0 2.0	00,000 0	0	0	0	0	0	0	0	0 13,840	,000 ESTIMATED LET DATE
BRISTOL OXFORD VALLEY RD			'		1,123,000	-	,,,,,,,,,,		, , , , , , , , , , , , , , , , , , , ,		,,		2,0									,,,,,	
BUCKS	42005	CON Adir-nt	STU TC	(3,460,000) 0	0 0	0	0 0	0	0 0	0	0 0	0	0	0 0	0	0 0		0	0	0 3,460,000	0	0	0
DUCKO	13635	CON Aujust	310 10	(3,400,000)		U	-	"	<u> </u>	"	0	0	0	0	U	0	0	U	U	3,400,000	U	0	
SR,2029,S99		After	STU TC	0 0	0 1,460,000	0	0 2,460,000	0	0 2,460,000	0	0 2,000,000	0	0 2,0	00,000	0	0	0	0	0	3,460,000	0	0 13,840	,000
	<u>L</u>																						
			Before FFY Totals	04.070.070 44.050.000	050.000	40.057.650	200	44.054.055		04.000.000				000 740							400.401.555		000
				31,373,272 11,059,668	850,000 23,222,764	10,357,356 2,116,0	9,639,000	11,351,352	0 3,812,000	21,330,000	0 7,698,000	204,000	0 4,	029,712 756,000	U	U	, 0	0	U	0 41,182,400	192,194,856	0 371,176	,300
	FFY Adjustment Total			0 0	0 0	0	0 0	0	0 0	0	0 0	0	0	0 0	0	0 0	0	0	0	0	0	0	0
			After FFY Totals	31,373,272 11,059,668	850,000 23,222,764	10,357,356 2,116,0	9,639,000	11,351,352	0 3,812,000	21,330,000	0 7,698,000	204,000	0 4,	029,712 756,000	0	0 (	0	0	0	0 41,182,400	192,194,856	0 371,176	380
															ļ .								

# DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA FISCAL CONSTRAINT CHART FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs: 141042, 141046, 141050, 141051, 141052, 141053

Chart: 065

TIP MODIFICATIONS FOR JUNE 2025 Chart #65

Positive number of			lenotes a c																1 VD0 551				(D) ====================================						
Administra			Fund Typ  Amts. Fed. St		Ep. 10)	FFY 2025  Fed. (\$) State (\$) LC		.0C Fed. (\$)		FFY 2026 State (\$)	LOC	Fed. (\$)	FFY 2027  State (\$) LOC	FFY 2028 Fed. (\$) State (\$)			O 4 YRS FFY State (\$)			4 YRS FFY 2030 State (\$) LOC	2ND 4 YRS FFY 2031  Fed. (\$) State (\$) LOC			YRS FFY 2032 State (\$) LOC		State (\$)	100	TOTAL	Remarks
Project little	WFMS															Fed. (\$)	State (\$)	LOC	rea. (\$)	State (5) LOC	reu. (a) State (\$)	LOC	red. (\$)	Gratte (\$) LUC					LINE ITEM
STU LINE ITEM		E	Before	STU 581	5,359,87	1 2,691	,788	0	4,159,235	697,000		0 625,000	4,000 0	0 582,	000	0	0	0 0	0	0 0	0	0 0	0	0 0	5,111,600	1,151,000	0	20,381,494	LINETTEM
вискѕ	79980	CON	Adjust	STU 581	(3,217,000	(584	<mark>(,000)</mark>	0	0	0		0 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	(3,801,000)	
		,	After	STU 581	2,142,87	1 2,107	7,788	0	4,159,235	697,000		0 625,000	4,000 0	0 582,	000	0	0	0 0	0	0 0	0	0 0	0	0 0	5,111,600	1,151,000	0	16,580,494	
309												1																	PREVIOUSLY OBLIGATED, ADDING
CONNECTOR:ALLENT OWN RD -		E	Before	STU 581	(	)	0	0	0	0		0 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0		FUNDS TO ADDRESS#2 DISTRICT
SOUDERTON PK(C)																												·	AUC.
MONTGOMERY	77211	CON	Adjust	STU 581	1,500,000	375	5,000	0	0	0		0 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	1,875,000	
0D 4050 UT0					4 500 000		- 000																						
SR,1058,HT2		,	After	STU 581	1,500,000	3/5	5,000	٥	0	0		٥	0 0	0	0	0	0	0	0	0	0	0	0		0	0	0	1,875,000	
309												1																$\longrightarrow$	PREVIOUSLY
CONNECTOR:ALLENT OWN RD -		E	Before	STU 581	(	0	0	0	0	0		0 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0		OBLIGATED, ADDING FUNDS TO ADDRESS#4 DISTRICT
SOUDERTON PK(C)																													AUC.
MONTGOMERY	77211	UTL /	Adjust	STU 581	540,000	135	5 <mark>,000</mark>	0	0	0		0 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	675,000	
SR,1058,HT2		A	After	STU 581	540,000	135	5,000	0	0	0		0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	675,000	
			_																										PREVIOUSLY
ADA RAMPS 2020			Before	STU TC	,		0	0	0	0		0	0 0	0	0	0	0	0	0	0 0	0	0 0	0	0		0	0	ا ۱	OBLIGATED, ADDING FUNDS TO
PHILA COUNTY(C)		ľ	3,076	10	'		١	١	3							ٽ ا					Ů		3		0	0	3		ADDRESS#10 DISTRICT AUC.
PHILADELPHIA	12886	CON	Adjust	STU TC	181,000	)	0	0	0	0		0 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	181,000	
SR,0001,AD8		A	After	STU TC	181,000	)	0	0	0	0		0 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	181,000	
																													DDE VIOLEN
PA 41 IMPROVEMENT				OT11 TO	<b>.</b>																					^		ل	PREVIOUSLY OBLIGATED, ADDING FUNDS TO
STUDY(PARENT)		l l	Before	STU TC	(	'	0	0	0	0		0	0 0	0	0	0	0	0	0	0 0	0	0	0		0	0	0	· .	ADDRESS#11 DISTRICT AUC.
CHESTER	14484	PE /	Adjust	STU TC	500,000	)	0	0	0	0		0 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	500,000	
		-																											
SR,0041,STY		A	After	STU TC	500,000	0	0	0	0	0		0 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	500,000	
AERIAL																												, I	PREVIOUSLY OBLIGATED, ADDING FUNDS TO
PHOTOGRAPHY		E	Before	STU TC	(	9	0	0	0	0		0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0	0	0	0	U .	ADDRESS#12 DISTRICT AUC.
CHESTER	48303	STV /	Adiust	STU TC	200,000	)	0	0	0	0		0 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	200,000	
011201211	46203	311	tajaot	0.0 10	200,000			-					, ,								, ,							250,000	
SR,,		A	After	STU TC	200,000	0	0	0	0	0		0 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	200,000	
COUNTY LINE DD.			ĺ																										PREVIOUSLY OBLIGATED, ADDING
COUNTY LINE RD: KULP RD - PA611(C)		E	Before	STU 581	(	)	0	0	0	0		0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0	FUNDS TO ADDRESS#6 DISTRICT
BUCKS			N. direct	0711 504	200.000	74	1,000		0	0		0 0	0 0	0	0	0	2					0 0		0 0		0		070.000	AUC.
BUCKS	50634	FD /	Adjust	STU 581	296,000	74	<del>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</del>	0	U	0		0	0 0	0	U	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	370,000	
SR,2028,M04		,	After	STU 581	296,000	74	1,000	0	0	0			0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0		0	0	370,000	
013,2020,11101		Ī		001	200,000	1	.,000	Ĭ	Ü																	ŭ		,	
																													ADVANCING FUNDS
S. CREEK RD O/		E	Before	BRIP TC	3,000,000		0	0	4,668,000	0		0 773,000	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0	0	0	0	8,441,000	FOR AC CONVERSION.
BRANDYWINE(C)				.5	2,000,000		-	-	.,,			,																.,,	
DELAWARE	69665	CON	Adjust	BRIP TC	437,000	)	0	0	(437,000)	0		0 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0	
		Ī																											
SR,3101,DRB		A	After	BRIP TC	3,437,000		0	0	4,231,000	0		0 773,000	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 (	0	0	0	8,441,000	
																			<u> </u>										CV6H EI OM/PIC
WOODMONT RD O/			Before	RPID	437,000		0		0	_		0 0	0 0	0	0		0		0	0 0		0				_		437,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.
ARROWMINK CR		ļ.	oeioie	DKIP	437,000	'	0	١	U			٥	0 0		0	0			0	0 0	U	0	0		0	0	0	437,000	
MONTGOMERY	103371	FD /	Adjust	BRIP	(437,000	0)	0	0	437,000	0		0 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	0	
		F																											
SR,7046,010		A	After	BRIP	(		0	0	437,000	0		0 0	0 0	0	0	0	0	0 0	0	0 0	0	0 0	0	0 0	0	0	0	437,000	

#### Chart: 065 \* Positive number denotes a surplus/Negative denotes a deficit

1,103,853 107,000 1,492,856 117997 CON Adjust BRIP (1,103,853 330,853 437,853 BRIP 2.265.856 2,703,709 ADVANCING FUNDS FOR AC CONVERSION S. CREEK RD O/ BRANDYWINE(C) BRIP TC 3,437,000 4,231,000 773,000 8,441,00 DELAWARE 69665 CON Adjust BRIP TC 1,103,853 (330,853) (773,000) After BRIP TC SR.3101.DRB 4,540,853 3,900,147 8,441,000 NHPP RESERVE LINE Before NHPP 581 585,000 3.608.000 4,282,000 13,853,718 752,718 864,000 3,762,000 ITEM 82216 DISTRICT WIDE Adjust NHPP 581 (752,718) (188,000) (940,718) After NHPP 581 676,000 585,000 3,608,000 4,282,000 3,762,000 12,913,000 PREVIOUSLY
OBLIGTAED ADDING
FUNDS TO ADDRESS
#5 AUC. US322: CLAYTON PARK-CHELSEA Before NHPP 581 PARKWAY 69817 ROW Adjust NHPP 581 DELAWARE 400,000 100,000 0 0 0 500,000 SR,0322,102 NHPP 581 400,000 100,000 500,000 PREVIOUSLY
OBLIGTAED ADDING
FUNDS TO ADDRESS
#9 AUC. COUNTY LINE RD: Before NHPP 581 BUCKS 50634 CON Adjust NHPP 581 352,718 88,000 0 0 0 0 0 0 0 0 0 0 0 440.718 SR,2028,M04 After NHPP 581 352,718 88,000 440,718 63,000 9,725,000 23,862,000 23,862,000 23,862,000 23,862,000 23,862,000 95,448,000 224,814,328 REGIONAL SAFETY INIT 268,328 Adjust HSIP

After HSIP 57927 DISTRICT LINE ITEM (140,000) (140,000) 224,674,328 128,328 63,000 0 9,725,000 0 23,862,000 23.862.000 0 23.862.000 23.862.000 23.862.000 0 95,448,000 0 CASTOR & WYOMING AVE ROUNDABOUT PHILADELPHIA FD Adjust HSIP 140,000 140,000 110958 SR.1005.SP3 After HSIP 140.000 140.000 PREVIOUSLY
OBLIGATED ADDING
FUNDS TO ADDRESS CALLOWHILL RD O/ FFL BR PLEASANT 582 SPRING(C) BUCKS 116728 CON Adjust FFL 12,455 0 15,455 3,000 582 SR,4017,IDA FFL 582 12,455 3,000 15,455 Before FFY Totals 14,358,770 3,555,788 13,813,235 23,862,000 279,072,249 3,000 15,455 TOTAL ADJUST IS DUE 12,455 TO THE USE OF FFL AND 582 FUNDS. 13,813,235 697,000 13,388,856 4,000 23,862,000 23,862,000 27,470,000 23,862,000 4,913,000 After FFY Total 14,371,225 3,558,788 23,862,000 582,000 104,841,600 279,087,704

# DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA FISCAL CONSTRAINT CHART FEDERAL & STATE FUNDS (In \$1,000'S)

MA IDs: 141054, 141056, 141057, 141058

Chart: 066

TIP MODIFICATIONS FOR JUNE 2025 Chart #66

Administr	rative Action	,	Fund Type		FFY 2025			FFY 2026			FFY 2027		FFY 2028	2ND 4	YRS FFY 202	9	2ND 4	YRS FFY 2030	)	2ND 4 YRS FF	Y 2031	2ND 4	4 YRS FF	Y 2032		3RD 4 YRS	TOTAL	Domeste
Project Title	MPMS PI	ns Amts.	Fed. Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LOC	Fed. (\$)	State (\$) LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$) State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LOC		Remarks
STU LINE ITEM		Before	STU 581	2,142,871	2,107,788	0	4,159,235	697,000	0	625,000	4,000 0	0	582,000 0	0	0	0	0	0	0	0	0 0	0	0	0	5,111,600	1,151,000	0 16,580,494	LINE ITEM
BUCKS	79980 CC	ON Adjust	STU 581	0	(800,000)	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0 (	) (	0	0	0	0	0	0 (800,000)	
		After	STU 581	2,142,871	1,307,788	0	4,159,235	697,000	0	625,000	4,000 0	0	582,000 0	0	0	0	0	0	0	0	0 0	0 0	0	0	5,111,600	1,151,000	0 15,780,494	
COBBS CREEK																												BREAKOUT PROJECT FROM MPMS 115435.
PARKWAY: MARKET- WOODLAND		Before		0	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	
PHILADELPHIA	120762 F	D Adjust	581	0	800,000	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0 (	) (	0 0	0	0	0	0	0 800,000	
SR,3015,SP1		After	581	0	800,000	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0 800,000	
																												LINE ITEM
BRIDGE RESERVE		Befor	BOF 185	1,744,000	950,129	212,500	14,956	739,339	330,000	0	1,789,338 0	0	1,933,000 0	0	51,000	0	0	189,000	0	0	0 0	0 0	0 0	0	1,724,000	46,897,714	0 56,574,976	LINE ITEM
LINE ITEM	79929 CC			, ,	,	,	,,,,,		,		, ,		,,												, ,	,		
BUCKS		Adjus	BOF 185	0	(325,000)	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0 (	) (	0	0	0	0	0	0 (325,000)	
		After	BOF 185	1,744,000	625,129	212,500	14,956	739,339	330,000	0	1,789,338 0	0	1,933,000 0	0	51,000	0	0	189,000	0	0	0 0	0	0	0	1,724,000	46,897,714	0 56,249,976	
CREAMERY RD O/		Refore		0	,	0	0	0	0	0		0		0	0	0	0		0	0				0	0	0	0	BREAKOUT FROM MPMS 88706.
TOHICKON CR		Boioid		Ů				o	ŭ	Ü						Ů	ŭ		Ů						Ŭ			
BUCKS	90550 P	E Adjust	185	0	325,000	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0 (	) (	0	0	0	0	0	0 325,000	
SR,1014,ERH		After	185	0	325,000	0	0	0	0	0		0		0	0	0	0		0	0				0	0	0	0 325,000	
011,1011,2111			100	Ů	020,000				Ĭ	ŭ							ŭ								Ŭ			
TAP/HTS/SR2S LINE																												LINE ITEM
ITEM RESERVE	64984 CC	Before		4,518,900	0	0	8,762,000	0	0	8,762,000	0 0	8,762,000	0 0	8,762,000	0	0	8,762,000	0	0	8,762,000	0 0	8,762,000	0	0	35,048,000	0	0 100,900,900	
DISTRICTWIDE	0.001	Adjust	TAU	(399,341)	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0		0 0	0	0	0	0	0	0 (399,341)	
		After	TAU	4,119,559	0	0	8,762,000	0	0	8,762,000	0 0	8,762,000	0 0	8,762,000	0	0	8,762,000	0	0	8,762,000	0 0	8,762,000	0	0	35,048,000	0	0 100,501,559	PREVIOUSLY OBLIGATED, ADDING
MID-EAST GIRARD AVE		Before	TAU TC	0	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	FUNDS TO PAY FOR A SETTLEMENT
PHILADELPHIA		A di	TALL TO	399,341	0		0	0	0	0	0 0	0		0						0 (						0	0 399,341	AGREEMENT WITH THE CONTRACTOR.
FHILADELFHIA	77466 CC	JN Adjust	TAU TC	355,341	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0 (		, ,	0	0	0	0	399,341	
SR,2008,HTS		After	TAU TC	399,341	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0 399,341	
LANCASTER AVE @																												PREVIOUSLY OBLIGATED, ADDING FUNDS TO PAY FOR A
PARKSIDE & GIRARD		Before	SXF LOC	0	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	FUNDS TO PAY FOR A SETTLEMENT AGREEMENT WITH
PHILADELPHIA	17829 CC	ON Adjust	SXF LOC	401,324	0	100,331	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0 (	) (	0	0	0	0	0	0 501,655	THE CONTRACTOR. TEA-21 EARMARK PA ID#157
SR,3017,		After	SXF LOC	401,324	0	100,331	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0 501,655	
			Before FFY Totals	8,405,771	3,057,917	212,500	12,936,191	1,436,339	330,000	9,387,000	1,793,338 0	8,762,000	2,515,000 0	8,762,000	51,000	0	8,762,000	189,000	0	8,762,000		8,762,000			41,883,600	48,048,714	0 174,056,370	
			Adjustment Totals	401,324	3,U37,917 n	100,331	12,936,191	1,436,339 O	330,000	9,387,000	1,793,338 0	6,762,000 n	0 0	0,762,000	51,000	0	0,762,000	109,000	0	0	0 0	0,762,000	0	0	41,883,600	40,040,714	0 174,056,370	TOTAL ADJUST IS DU
					"							"		Ů		3								"	Ů	<u> </u>		TO THE USE OF EARMARK AND LOCAL FUNDS.
			After FFY Totals	8,807,095	3,057,917	312,831	12,936,191	1,436,339	330,000	9,387,000	1,793,338 0	8,762,000	2,515,000 0	8,762,000	51,000	0	8,762,000	189,000	0	8,762,000	0 0	8,762,000	0	0	41,883,600	48,048,714	0 174,558,025	

### DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA FISCAL CONSTRAINT CHART FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs: 141102, 141103, 141104, 141106, 141107, 141109, 141110, 141112, 141114

TIP MODIFICATIONS FOR JULY 2025 Chart #68

Administr	ative Action		Fund Type	F	FY 2025		FFY 202	6		FFY 2027			FFY 2028		2ND 4	YRS FFY 2029	2ND 4	YRS FFY 2030	2ND 4	YRS FFY	2031	2ND 4	YRS FF	Y 2032		3RD 4 YRS	TOTAL
Project Title	MPMS Ph	ns Amts.	Fed. Sta.	Fed. (\$)	State (\$)	OC Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LOC	Fed. (\$)	State (\$) LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LOC	Ren
																											LINE ITEM
ONAL SAFETY INITI		Before	HSIP	128,328	0	0 63,0	000	0	9,725,000	0	0	23,862,000	0	0	23,862,000	0 0	23,862,000	0 0	23,862,000	0	0	23,862,000	0	0	95,448,000	0 0	224,674,328
STRICT LINE ITEM	57927 CO	Adjust	HSIP	188,000	0	0	0	0 (	0	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	188,000
		After	HSIP	316,328	0	0 63,0	00	0	9,725,000	0	0	23,862,000	0	0	23,862,000	0 0	23,862,000	0 0	23,862,000	0	0	23,862,000	0	0	95,448,000	0 0	224,862,328
23 CORRIDOR		Defese	HVRU	3,000,000	0		0			0		0	0	0						0	0				0	0 0	SAVINGS B RECENT LO 3,000,000 RESULT.
AFETY IMP(C)		Delote	HVKU	3,000,000	٥		١	'		U	0	١	٥	U			"		0	0	U		U		0	0	3,000,000
CHESTER	115423 CC	ON Adjust	HVRU	(188,000)	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	(188,000)
SR,0023,SIP		After	HVRU	2,812,000	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	2,812,000
																											LINE ITEM
ONAL SAFETY INITI		Before	HSIP	316,328	0	0 63,0	00	0	9,725,000	0	0	23,862,000	0	0	23,862,000	0 0	23,862,000	0 0	23,862,000	0	0	23,862,000	0	0	95,448,000	0 0	224,862,328
TRICT LINE ITEM	57927 CO	Adjust	HSIP	5,048,000	0	0 921,0	00	0	(5,969,000)	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	0
		After	HSIP	5,364,328	0	0 984,0	00	0 (	3,756,000	0	0	23,862,000	0	0	23,862,000	0 0	23,862,000	0 0	23,862,000	0	0	23,862,000	0	0	95,448,000	0 0	224,862,328
CASTOR AVE:		Defere	HISP	5,048,000		0 921,0	100		1,000,000	0	0	0	0	0						0	0		0		0		CASH FLO ALIGHN W CURRENT
ORD CIRCLE TO OTTMAN AVE		Before	HISP	5,046,000	٥	0 921,0	100	'	1,000,000	U	0	١	٥	U	0	0 0	"		0	0	U	0	U		0	0 0	6,969,000 CURRENT LET DATE.
HILADELPHIA	111194 CC	ON Adjust	HSIP	(5,048,000)	0	0 (921,0	00)	0	5,969,000	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	0
SR,1005,SP2		After	HSIP	0	0	0	0	0	6,969,000	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	6,969,000
																											LINE ITEM
ONAL SAFETY INITI			HSIP	5,364,328	0	0 984,0	00	0	3,756,000	0	0	23,862,000	0	0	23,862,000	0 0	23,862,000	0 0	23,862,000	0	0	23,862,000	0	0	95,448,000	0 0	224,862,328
TRICT LINE ITEM	57927 CO	Adjust	HSIP	1,866,000	0	0	0	0	0 0	0	0	(2,039,000)	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	(173,000)
		After	HSIP	7,230,328	0	0 984,0	00	0	3,756,000	0	0	21,823,000	0	0	23,862,000	0 0	23,862,000	0 0	23,862,000	0	0	23,862,000	0	0	95,448,000	0 0	224,689,328
VERFORD RD																											CASH FLO ALIGHN W CURRENT
RIDOR SAFETY IMP		Before	HSIP	1,866,000	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	1,866,000 CURRENT LET DATE
DELAWARE	115426 CC	ON Adjust	HSIP	(1,866,000)	0	0	0	0 (	0	0	0	2,039,000	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	173,000
SR,1001,SIP		After	HSIP	0	0	0	0	0	0	0	0	2,039,000	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	2,039,000
																											LINE ITEM
NAL SAFETY INITI		Before	HSIP	7,230,328	0	0 984,0	000	0	3,756,000	0	0	21,823,000	0	0	23,862,000	0 0	23,862,000	0 0	23,862,000	0	0	23,862,000	0	0	95,448,000	0 0	224,689,328
TRICT LINE ITEM	57927 CO	Adjust	HSIP	0	0	0 1,582,0	00	0	(1,629,000)	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	(47,000)
		After	HSIP	7,230,328	0	0 2,566,0	00	0	2,127,000	0	0	21,823,000	0	0	23,862,000	0 0	23,862,000	0 0	23,862,000	0	0	23,862,000	0	0	95,448,000	0 0	224,642,328
202 & YORK RD OUNDABOUT		Before	HSIP	0	0	0 1,582,0	000	0	0	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	1,582,000 CASH FLC ALIGHN V CURRENT LET DATE
BUCKS	115419 CC	ON Adjust	HSIP	0	0	0 (1,582,0	00)	0 (	1,629,000	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	47,000
SR,0202,SIP		After	HSIP	0	0	0	0	0	1,629,000	0	0	0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	1,629,000

#### Chart: 068

DELAWARE

SR,3046,OFF

107642 CON Adjust CAQ

After CAQ

0

1,843,000

0

0

0

0

Before HSIP 2,566,000 2,127,000 21,823,000 224,642,328 REGIONAL SAFETY INIT 7,230,328 23,862,000 23,862,000 23,862,000 23,862,000 95,448,000 57927 CON Adjust HSIP 1,061,000 (1,093,000) DISTRICT LINE ITEM 0 0 0 (32,000) 0 After HSIP 7,230,328 3,627,000 1,034,000 23,862,000 23,862,000 23,862,000 0 95,448,000 0 224,610,328 0 0 0 21,823,000 23,862,000 PA113 & MINSI TRAIL 1,061,000 Before HSIP 1,061,000 RD ROUNDABOUT BUCKS 115418 CON Adjust HSIP 0 (1,061,000) 1.093.000 0 0 0 0 0 0 0 32.000 SR,0113,SIP After HSIP 1,093,000 1,093,000 REGIONAL SAFETY INIT Before HSIP 7,230,328 3,627,000 1,034,000 21,823,000 23,862,000 23,862,000 23,862,000 23,862,000 95,448,000 224,610,328 Adjust HSIP 2,376,000 (1,376,000) (1,000,000) 0 DISTRICT LINE ITEM 0 0 After HSIP 9.606.328 2.251.000 34.000 0 21.823.000 95.448.000 0 0 23,862,000 23.862.000 23.862.000 23.862.000 224.610.328 FRANKFORD AVE ALIGHN WITH CURRENT ESTIMATE LET DATE. CORRIDOR SAFETY Before HSIP 2,376,000 2,375,000 2,375,000 7,126,000 PHILADELPHIA 115434 CON Adjust HSIP (2,376,000) 1,376,000 1,000,000 0 0 SR,2007,SIP After HSIP 3,751,000 3,375,000 7,126,000 Before HSIP 9,606,328 2,251,000 21,823,000 23,862,000 23,862,000 23,862,000 23,862,000 95,448,000 224,610,328 34,000 REGIONAL SAFETY INITI CON Adjust HSIP 57927 DISTRICT LINE ITEM 1,055,000 (1,055,000) 10,661,328 1,196,000 34,000 21,823,000 23,862,000 23,862,000 23,862,000 23,862,000 95,448,000 224,610,328 SMITHBRIDGE RD TRAIL & ROUNDABOUT CASH FLOWING TO ALIGHN WITH CURRENT ESTIMATED LET DATE. Before HSIP 1,055,000 1,055,000 DELAWARE 107642 CON Adjust HSIP (1,055,000) 1,055,000 0 0 0 After HSIP SR,3046,OFF 1,055,000 1,055,000 NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST. SMITHBRIDGE RD Before CAQ 1,843,000 TRAIL & ROUNDABOUT

0

1,843,000

# Chart: 068

\* Positive number denotes a surplus/Negative denotes a deficit

* Positive number de	notes a surpius/ive	egative deno	tes a deficit																									
REGIONAL SAFETY INITI	57007	Bef	ore HSIP	10,661,328	-	0	1,196,000	0	0	34,000	0	21,823,000	0	0	23,862,000	0	0	23,862,000	0 0	23,862,000	0	0 23,862,000	0	0	95,448,000	0 0	224,610,328	LINE ITEM
DISTRICT LINE ITEM	57927 C	Adj	ust HSIP	647,000	(	0 0	(647,000)	0	0	2,119,000	0	(2,119,000)	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	
		Afte	r HSIP	11,308,328	(	0 0	549,000	0	0	2,153,000	0	19,704,000	0	0	23,862,000	0	0	23,862,000	0 0	23,862,000	0	0 23,862,000	0	0	95,448,000	0 0	224,610,328	
BELMONT AVE & ST. ASAPHS RD ROUNDABOUT		Bef	ore HSIP	220,000	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	220,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.
MONTGOMERY	115429 F	FD Adj	ust HSIP	(220,000)	) (	0	220,000	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	
SR,3045,SIP		Afte	r HSIP	0	(	0	220,000	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	220,000	
BELMONT AVE & ST. ASAPHS RD ROUNDABOUT		Bef	ore HSIP	427,000	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	427,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.
MONTGOMERY	115429 R	OW Adj	ust HSIP	(427,000)	) (	0 0	427,000	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	
SR,3045,SIP		Afte	r HSIP	0	(	0	427,000	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	427,000	
BELMONT AVE & ST. ASAPHS RD ROUNDABOUT		Bef	ore HSIP	0	(	0	0	0	0	2,119,000	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	2,119,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.
MONTGOMERY	115429 C	ON Adj	ust HSIP	0	(	0	0	0	0	(2,119,000)	0 0	2,119,000	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	
SR,3045,SIP		Afte	r HSIP	0	(	0	0	0	0	0	0	2,119,000	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	2,119,000	
REGIONAL SAFETY INITI			ore HSIP	11,308,328		0 0	549,000	0	0	34,000	0	21,823,000	0	0	23,862,000	0	0	23,862,000	0 0	23,862,000	0	0 23,862,000	0	0	95,448,000	0 0	224,610,328	LINE ITEM
DISTRICT LINE ITEM	57927 C	Adj	ust HSIP	361,672	(	0 0	(361,672)	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	
		Afte	r HSIP	11,670,000	(	0 0	187,328	0	0	34,000	0	21,823,000	0	0	23,862,000	0	0	23,862,000	0 0	23,862,000	0	0 23,862,000	0	0	95,448,000	0 0	224,610,328	
SUMNEYTOWN PIKE INTERSECTION SAFETY IMP		Bef	ore HSIP	650,000	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	650,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.
MONTGOMERY	115428 F	FD Adj	ust HSIP	(361,672)	) (	0	361,672	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	
SR,0063,SIP		Afte	r HSIP	288,328	C	0	361,672	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	650,000	
			Before FFY To	als 75,560,952		0 0	18,222,000	0	0	35,719,000	0	0 202,524,000	0	0	214,758,000	0	0	214,758,000	0 0	214,758,000	0	0 214,758,000	0	0	859,032,000	0 0	2,050,089,952	
		FF	Y Adjustment To		(	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0 0	0	0	0 0	0	0	0	0 0	0	
			After FFY To	75,560,952	(	0	18,222,000	0	0	35,719,000	0	0 202,524,000	0	0	214,758,000	0	0	214,758,000	0 0	214,758,000	0	0 214,758,000	0	0	859,032,000	0 0	2,050,089,952	

### DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA FISCAL CONSTRAINT CHART FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs: 141209

TIP MODIFICATIONS FOR AUGUST 2025

Chart: 070
\* Positive number denotes a surplus/Negative denotes a deficit

	denotes a surplus/Negati	ve denotes a deficit Fund Type			FY 2025		<u> </u>	FFY 2026			FFY 2027			FFY 2028		OND	4 YRS FFY 2029		OND 4 W	RS FFY 2	2000	OND 4	YRS FFY	70004	OND 4	YRS FFY	(0000	21	RD 4 YRS		T074/	
	rative Action	Amts. Fed. St			State (\$)	100	End (\$)	State (\$)	LOC	Fed. (\$)		100	End (\$)	State (\$)	100		State (\$)		2ND 4 11 Fed. (\$)				State (\$)			State (\$)			State (\$)	LOC	TOTAL	Remarks
Project ritte	MIT MO PTIS	Aints. 1 ed. St	a. 16	eu. (\$)	State (\$)	200	1 ed. (\$)	State (3)	200	1 ed. (4)	State (\$)	200	1 ed. (3)	State (3)	200	1 eu. (\$)	State (3)	LOC	1 eu. (3)	State (4)	200	1 eu. (\$)	State (\$)	200	1 60. (\$)	State (\$)	Loc	1 eu. (5)	State (4)	200		LINE ITEM
CARBON REDUCTION		Before CRP		0	0																				1,636,000			4.004.000	2			LINETIEM
PROGRAM LINE ITEM				0	0	0	0	0	0	0	0	0		0			0	0	0	0	0	0	0	0	1,636,000	0	0	1,684,000	0	0	3,320,000	1
MONTGOMERY	119299 CON	Adjust CRP		0	0	0	0	0	0	0	0	0	(	) 0	) (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
		After CRP		0	0	0	0	0	0	0	0	0	,	) 0			0	0	0	0	0	0	0	0	1,636,000	0	0	1,684,000	0	0	3,320,000	1
		Alter Citi		0	0		"	0	-	0	-		<u> </u>	, ,	, ,				0	0					1,000,000	•		1,004,000	0	ŭ		LINE ITEM
CARBON REDUCTION PROGRAM LINE ITEM		Before CRPU	8,	3,590,000	0	0	8,765,000	0	0	0	0	0	(	0	) 0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	21,861,000	1
PROGRAM LINETIEM	119299 CON																															1
MONTGOMERY		Adjust CRPU	(7,	7,800,000)	0	0	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(7,800,000)	1
		After CRPU		790,000	0	0	8,765,000	0	0	0	0	0	(	0	) (	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	14,061,000	1
ADA RAMPS DELCO &				İ														ĺ														PREVIOUSLY OBLIGATED USING
CHESCO(C)		Before CRPU TO		0	0	0	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	•	CRPU FUNDS. ADDDING FUNDS TO DRAW DOWN OUR
DELAWARE	119558 CON	Adjust CRPU TO	2 1,	,950,000	0	0	0	0	0	0	0	0	(	) 0	) (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1 050 000	FFY 2025 ALLOCATION FOR
																																ADDITONAL ADA RAMF WORK.
SR,3021,A10		After CRPU TO	1,	,950,000	0	0	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,950,000	1
																																PREVIOUSLY
ADA RAMPS IN CENTER CITY		Before CRPU T(	,	0	0	0	0	0	0	0	0	0		) 0	) (		0	0	0	0	0	0	0	0	0	0	0	0	0	0		OBLIGATED USING CRPU FUNDS. ADDDING FUNDS TO
PHILA(C)																																DRAW DOWN OUR FFY 2025
PHILADELPHIA	112463 CON	Adjust CRPU T(	1,	,950,000	0	0	0	0	0	0	0	0	(	0	) (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		ALLOCATION FOR ADDITONAL ADA RAMF WORK.
00 0040 4044													<b>.</b>																			WORK.
SR,3010,ADM		After CRPU T(	1,	,950,000	0	0	0	0	0	0	0	0		0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,950,000	1
																																PREVIOUSLY OBLIGATED USING
2022-23 ADA RAMPS PHILA COUNTY(C)		Before CRPU T(		0	0	0	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CRPU FUNDS. ADDDING FUNDS TO
PHILADELPHIA		Adjust CRPU TO		,950,000	0	0	0	0	0	0	0			) 0					0	0		0	0		0	0	0	0	0	0	4.050.000	DRAW DOWN OUR FFY 2025 ALLOCATION FOR
PHILADELPHIA	115905 CON	Adjust CRPU 10	J 1,	1,950,000	U	0	0	0	0	0	U	0		, 0	, ,		0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,930,000	ADDITONAL ADA RAME WORK.
SR,0003,AD9		After CRPU T(	1,	,950,000	0	0	0	0	0	0	0	0	(	0	) 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,950,000	1
																																1
ADA RAMPS PHILA		Before CRPU T(		0							^		,									_							0			PREVIOUSLY OBLIGATED USING CRPU FUNDS.
2024(C)		Before CRPU 10		١	U					0	U	"	'	,	,		١	Ů,	0	0	0	0	0	0	U	0	U	0	U	U	· ·	CRPU FUNDS. ADDDING FUNDS TO DRAW DOWN OUR
PHILADELPHIA	120702 CON	Adjust CRPU TO	1,	,950,000	0	0	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,950,000	ADDITIONAL ADA KAWI
																																WORK.
SR,1004,A11		After CRPU TO	1,	,950,000	0	0	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,950,000	ı
		Before FFY To		8,590,000	0	0	8,765,000	0	0	0	0	0	(	0	) (	0	0	0	0	0	0	0	0	0	1,636,000	0	0	6,190,000	0	0	25,181,000	1
		FFY Adjustment To	tals	0	0	0	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
		After FFY To	tals 8	8,590,000	0	0	8,765,000	0	0	0	0	0		0		0	0	0	0	0	0	0	0	0	1,636,000	0	0	6,190,000	0	0	25,181,000	ı

# MA IDs: 141217

# DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA FISCAL CONSTRAINT CHART FEDERAL & STATE FUNDS (In \$1,000's)

TIP MODIFICATIONS FOR AUGUST 2025 Chart #71

Chart: 071

Administrative	e Actio	n	Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028		2ND	4 YRS FFY 20	29	2ND 4	YRS FFY 2030	2ND	4 YRS FF	Y 2031	2ND 4	YRS FFY 203	32	3	RD 4 YRS		TOTAL	Remarks
Project Title MP	PMS	Phs Amts.	Fed. Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		Kemarks
BRIDGE RESERVE LINE ITEM	929	Before	BOF 185	1,744,000	625,129	212,500	14,956	739,339	330,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0 0	0	0	0	1,724,000	46,897,714	0	56,249,976	LINE ITEM
BUCKS	1929	Adjus	BOF 185	0	731,000	805,000	0	(731,000)	(244,000)	0	0	0	0	0	0	0	0	0	0	0	0	0 (	) (	0	0	0	0	0	0	561,000	
		After	BOF 185	1,744,000	1,356,129	1,017,500	14,956	8,339	86,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	1,724,000	46,897,714	0	56,810,976	
S. CREEK RD O/ BRANDYWINE(C)		Before	BRIP TC	4,540,853	0	0	3,900,147	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,441,000	ADVACNING FUNDS FOR FULL AC CONVERSION.
DELAWARE 696	665	CON Adjust	BRIP TC	3,900,147	0	0	(3,900,147)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (	) (	0	0	0	0	0	0	0	
SR,3101,DRB		After	BRIP TC	8,441,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,441,000	
RIDGE PIKE: SCHOOL-BELVOIR		Before	BRIP 183	8,982,000	2,479,000	1,388,000	0	889,000	296,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,034,000	CASH FLOWING BASED ON CURRENT LET DATE.
MONTGOMERY 110	0444	CON Adjust	BRIP 183	(3,900,147)	(731,000)	(805,000)	3,900,147	731,000	244,000	0	0	0	0	0	0	0	0	0	0	0	0	0 (	) (	0	0	0	0	0	0	(561,000)	
SR,7046,MG4		After	BRIP 183	5,081,853	1,748,000	583,000	3,900,147	1,620,000	540,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	13,473,000	
RIDGE PIKE: SCHOOL-BELVOIR		Before	STU	4,243,000	0	0	4,739,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,982,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
MONTGOMERY 110	0444	CON Adjust	STU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (	) (	0	0	0	0	0	0	0	
SR,7046,MG4		After	STU	4,243,000	0	0	4,739,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,982,000	
RIDGE PIKE: SCHOOL-BELVOIR		Before	TPK	0	0	33,677,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33,677,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
MONTGOMERY 110	0444	CON Adjust	TPK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (	) (	0	0	0	0	0	0	0	
SR,7046,MG4		After	TPK	0	0	33,677,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33,677,000	
			Before FFY Totals	19,509,853	3,104,129	35,277,500	8,654,103	1,628,339	626,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	) (	0	0	0	1,724,000	46,897,714	0	121,383,976	
		FFY A	djustment Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (	0	0	0	0	0	0	0	0	
			After FFY Totals	19,509,853	3,104,129	35,277,500	8,654,103	1,628,339	626,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	1,724,000	46,897,714	0	121,383,976	

MA IDs: 141222, 141223, 141224, 141225

TIP MODIFICATIONS FOR AUGUST 2025 Chart #72

Chart: 072	denotes a surplus/Nega	tive denotes a delicit														Chart #72																
	rative Action		nd Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028		2ND 4	YRS FFY 2	029	2ND 4	YRS FFY 2	2030	2ND 4	YRS FFY	2031	2ND 4	YRS FFY 2	2032	31	RD 4 YRS		TOTAL	Remarks
Project Title	MPMS Phs	Amts. Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)		Before NHPF	581	6,931,000	1,733,000	0	6,931,000	1,733,000	0	6,931,000	1,733,000	0	6,931,000	1,733,000	0	3,931,000	983,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,504,000	ADVANCING FUNDS FOR AC CONVERSION
MONTGOMERY	16738 CO	Adjust NHPF	581	5,085,000	1,271,000	0	0	0	0	0	0	0	(3,000,000)	(750,000)	0	(2,085,000)	(521,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR,0422,M1B		After NHPF	581	12,016,000	3,004,000	0	6,931,000	1,733,000	0	6,931,000	1,733,000	0	3,931,000	983,000	0	1,846,000	462,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,504,000	
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)		Before STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	0	5,715,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
MONTGOMERY	16738 CO	Adjust STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR,0422,M1B		After STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	0	5,715,000	
US 30 & PA 82 INTERCHANGE IMP		Before NHPF	581	5,085,000	1,271,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,356,000	CASH FLOWING BASED ON CURRENT ANTICIPATED NEPA APPROVAL OF SPRING 2027.
CHESTER	107554 FE	Adjust NHPF	581	(5,085,000)	(1,271,000)	0	0	0	0	0	0	0	3,000,000	750,000	0	2,085,000	521,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR,0030,082		After NHPF	581	0	0	0	0	0	0	0	0	0	3,000,000	750,000	0	2,085,000	521,000	0	0	0	0	0	0	0	0	0	0	0	0	0	6,356,000	
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)		Before NHPF	581	12,016,000	3,004,000	0	6,931,000	1,733,000	0	6,931,000	1,733,000	0	3,931,000	983,000	0	1,846,000	462,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,504,000	ADVANCING FUNDS FOR AC CONVERSION
MONTGOMERY	16738 CO	Adjust NHPF	581	5,979,000	1,494,000	0	0	0	0	(3,500,000)	(850,000)	0	(2,479,000)	(644,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR,0422,M1B		After NHPF	581	17,995,000	4,498,000	0	6,931,000	1,733,000	0	3,431,000	883,000	0	1,452,000	339,000	0	1,846,000	462,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,504,000	
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)		Before STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	0	5,715,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
MONTGOMERY	16738 CO	Adjust STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR,0422,M1B		After STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	0	5,715,000	
US 30 & AIRPORT RD INTERCHANGE IMP		Before NHPF	581	5,979,000	1,494,000	0	5,979,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,452,000	CASH FLOWING BASED ON CURRENT ANTICIPATED PLAN TO ROW OF SEPTEMBER 2026.
CHESTER	107553 RO	V Adjust NHPF	581	(5,979,000)	(1,494,000)	0	0	0	0	3,500,000	850,000	0	2,479,000	644,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR,0030,AIR		After NHPF	581	0	0	0	5,979,000	0	0	3,500,000	850,000	0	2,479,000	644,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,452,000	
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)		Before NHPF	581	17,995,000	4,498,000	0	6,931,000	1,733,000	0	3,431,000	883,000	0	1,452,000	339,000	0	1,846,000	462,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,504,000	ADVANCING FUNDS FOR AC CONVERSION
MONTGOMERY	16738 CO	Adjust NHPF	581	3,713,000	928,000	0	0	0	0	(2,000,000)	(500,000)	0	(713,000)	(178,000)	0	(1,000,000)	(250,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR,0422,M1B		After NHPF	581	21,708,000	5,426,000	0	6,931,000	1,733,000	0	1,431,000	383,000	0	739,000	161,000	0	846,000	212,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,504,000	
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)		Before STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	0	5,715,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
MONTGOMERY	16738 CO	Adjust STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR,0422,M1B		After STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	0	5,715,000	
US 1: CSX TO COM CRIB RD(FRONTAGE)		Before NHPF	581	3,713,000	928,000	0	3,713,000	928,000	0	3,713,000	928,000	0	3,713,000	928,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18,564,000	CASH FLOWING BASED ON CURRENT ANTICIPATED PLAN TO ROW OF JULY 2026.
BUCKS	93446 RO	Adjust NHPF	581	(3,713,000)	(928,000)	0	0	0	0	2,000,000	500,000	0	713,000	178,000	0	1,000,000	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR,0001,RC3		After NHPF	581	0	0	0	3,713,000	928,000	0	5,713,000	1,428,000	0	4,426,000	1,106,000	0	1,000,000	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	18,564,000	

# Chart: 072

\* Docitivo number denetes a sumbra Magativa denetes a deficit

* Positive number denotes a surp	rplus/Ne	egative deno	es a deficit																															
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)		Befo	re NHPP 58	31 2	1,708,000	5,426,000	0	6,931,00	0 1,733	,000	0	1,431,000	383,000	0	739,000	161,000	0	846,000	212,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,504,000	ADVANCING FUNDS FOR AC CONVERSION
MONTGOMERY 16738	С	ON Adju	st NHPP 58	81	5,222,000	1,306,000	0	(3,052,00	0) (763	,000)	0	(1,431,000)	(383,000)	0	(739,000)	(161,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,000)	
SR,0422,M1B		After	NHPP 58	81 2	26,930,000	6,732,000	0	3,879,00	0 970	,000,	0	0	0	0	0	0	0	846,000	212,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,503,000	
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)		Befo	re STU 58	B1	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	0	5,715,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
MONTGOMERY 16738	С	ON Adju	st STU 58	81	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
SR,0422,M1B		After	STU 58	B1	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	0	5,715,000	
US30/PA10 TO BUSINESS 30 INT IMP		Befo	re NHPP 58	B1	5,222,000	1,306,000	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,528,000	CASH FLOWING BASED ON CURRENT ANTICIPATED NEPA APPROVAL OF SUMMER 2026.
CHESTER 107551	1 F	-D Adju	st NHPP 58	B1 <b>(</b>	(5,222,000)	(1,306,000)	0	3,052,00	0 763	,000	0	1,431,000	383,000	0	739,000	161,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000	
SR,0030,010		After	NHPP 58	B1	0	0	0	3,052,00	0 763	,000	0	1,431,000	383,000	0	739,000	161,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,529,000	
			Before FFY To	otals	78,649,000	19,660,000	0	37,416,00	0 7,86	0,000	0	22,437,000	5,660,000	0	16,766,000	4,144,000	0	8,469,000	2,119,000	0	21,160,000	5,292,000	0	18,288,000	4,572,000	0	39,724,000	9,932,000	0	2,900,000	728,000	0	305,776,000	
		FFY	Adjustment To	otals	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
			After FFY To	otals	78,649,000	19,660,000	0	37,416,00	0 7,86	0,000	0	22,437,000	5,660,000	0	16,766,000	4,144,000	0	8,469,000	2,119,000	0	21,160,000	5,292,000	0	18,288,000	4,572,000	0	39,724,000	9,932,000	0	2,900,000	728,000	0	305,776,000	

# DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA FISCAL CONSTRAINT CHART FEDERAL & STATE FUNDS (In \$1,000'S)

MA IDs: 141328, 141329, 141330, 141331, 141333, 141334

Chart: 073

TIP MODIFICATIONS FOR JULY 2025 Chart #73

**************************************	Chart: 073 * Positive number of	denotes a surplus/N	legative denote	s a deficit																								
**************************************																											TOTAL	Remarks
**************************************	Project Title	MPMS	Phs Amt	s. Fed. Sta	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LOC	Fed. (\$)	State (\$) LOC	Fed. (\$)	State (\$) LO	C Fed. (\$	5) State (\$)	LOC	Fed. (\$) State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LOC		
	STU LINE ITEM		Befor	e STU 58	2,142,87	1,307,78	88	4,159,235	697,000	0	625,000	4,000 0	0	582,000 0	0	0	0	0 0	0	0	0 0	0	0	0	5,111,600	1,151,000	0 <b>15,780,494</b>	INE ITEM
**************************************	BUCKS	79980	CON Adjus	st STU 58	1	0 113,0	00 (	0	0	0	(147,000)	0 0	0	0 0	0	0	0	0 0	0	0 (	) (	0	0	0	0	0	0 (34,000)	
**************************************			After	STU 58	2.142.87	1 1.420.78	88 (	4.159.235	697.000	0	478,000	4.000 0	0	582,000 0	0	0	0	0 0	) 0	0	0 0	0	0	0	5.111.600	1.151.000	0 15.746.494	
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**************************************	PA 41 & PA 841 IMP		Befor	e STP 58	454,00	00 113,00	00	0	0	0	0	0 0	0	0 0	0	0	0	0 0	0	0	0 0	0	0	0	0	0	0 567,000	SASED ON WHEN FUNDS WILL BE
3																											ľ	VEEDED.
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	SR,0041,841		After			0	0 (	0	0	0	0	0 0	0	0 0	0	0	0	0 0	0	0	0 0	0	0	0	0	0	0	
								<u> </u>					<u> </u>									<u> </u>						CASH ELOWING
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*** **********************************	PA 41 & PA 841 IMP		Beloi	e		١	"	<u>'</u>	١	"	"				0		٠		'  "			<u>'</u>	0	U	0	0	٠ ا	NEEDED.
*** **********************************	CHESTER	102708	FD Adjus	st STU TO		0	0 (	0	0	0	601,000	0 0	0	0 0	0	0	0	0 0	0 0	0 (	) (	0	0	0	0	0	0 601,000	
		102700																										
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# Chart: 073

Before STU 581 2,142,871 1,697,788 4,159,235 117,000 5,111,600 1,151,000 15,662,494 STU LINE ITEM 697,000 4,000 0 582,000 BUCKS **79980 CON** Adjust STU 581 5,848,000 0 5,848,000 After STU 581 2,142,871 1,697,788 4,159,235 697,000 117,000 4,000 0 582,000 5,848,000 5,111,600 1,151,000 21,510,494 CARBON REDUCTION PROGRAM LINE ITEM Before CRPU 790,000 8,765,000 4,506,000 14,061,000 119299 CON Adjust CRPU (790,000) 0 After CRPU 0 8,765,000 0 0 0 0 4,506,000 0 13,271,000 OVERPROGRAMMED FOR AC CONVERSION FUNDS NOT NEEDED CITYWIDE 3R 110(C) Before STU 5,378,610 2,000,000 438,000 3,940,000 6,024,000 3.036.000 20.816.610 112500 CON Adjust STU (5,848,000) 0 PHILADELPHIA 0 0 (5,848,000) 0 0 SR,----,110 After STU 5,378,610 2,000,000 438,000 3,940,000 3,036,000 176,000 14,968,610 1,562,000 CHANGE, INCLUDED TO SHOW OVERALL PHASE COST Before STP 1,562,000 CITYWIDE 3R 110(C 112500 CON Adjust STP PHILADELPHIA STP 1,562,000 SR.----,110 1.562.000 CITYWIDE 3R 110(C) PHILADELPHIA 112500 CON Adjust CRPU 790,000 790,000 SR,----,110 790,000 790,000 26,932,443 4,816,364 27,242,705 2,091,000 5,204,000 12,000 11,820,000 1,746,000 9,108,000 18,072,000 19,840,800 3,453,000 130,338,312 FFY Adjustment Total 12,000 9,108,000 18,072,000 After FFY Totals 26,932,443 4,816,364 27,242,705 2,091,000 5,204,000 11,820,000 1,746,000 19,840,800 3,453,000 130,338,312

# DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA FISCAL CONSTRAINT CHART FEDERAL & STATE FUNDS (In \$1,000'S)

# TIP MODIFICATIONS FOR SEPTEMBER 2025 Chart #74

Chart: 074
\* Positive number denotes a surplus/Negative denotes a deficit

	VDMENT		e denotes a deficit	d Type		FFY 2025				FFY 2026			FFY 2027			FFY 2028		2ND	4 YRS FFY 2029	9	2ND 4 Y	RS FFY 2	2030	2ND 4	YRS FFY	2031	2ND 4 Y	YRS FFY	2032		BRD 4 YRS		TOTAL	Remarks
Project Title	MPMS	Phs	Amts. Fed.	Sta.	Fed. (\$)	State (\$)	LOC		Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		Remarks
CARBON REDUCTION PROGRAM LINE ITEM	119299	CON	Before CRP		(		)	0	0	0	0	0	0	0	(		0 (	) (	0	0	0	0	0	0	0	0	1,636,000	0	0	1,684,000	0	0	3,320,000	LINE ITEM
MONTGOMERY			Adjust CRP		(	) (	)	0	0	0	0	0	0	0	(	)	0 (	) (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After CRP		(	) (	)	0	0	0	0	0	0	0	(		0 (	0	0	0	0	0	0	0	0	0	1,636,000	0	0	1,684,000	0	0	3,320,000	
CARBON REDUCTION PROGRAM LINE ITEM	119299	CON	Before CRPU		(		)	0 8	8,765,000	0	0	0	0	0	(		0 (	) (	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	13,271,000	LINE ITEM
MONTGOMERY	110200	John	Adjust CRPU		(	) (	)	0 (2	(2,000,000)	0	0	0	0	0	(	)	0 (	) (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,000,000)	,
			After CRPU		(	) (	)	0 6	6,765,000	0	0	0	0	0	(	)	0 (	) (	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	11,271,000	
MONTGOMERY COUNTY EV CHARGING PROGRAM			Before		(		)	0	0	0	0	0	0	0	(		0 (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING NEW PROJECT TO THE TIP FOR INSTALLATION O EV CHARGING STATIONS.
MONTGOMERY	82029	PE	Adjust CRPU	TC	(	) (	)	0	210,000	0	0	0	0	0	(	)	0 (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210,000	
SR,,MEV			After CRPU	тс	(			0	210,000	0	0	0	0	0	(		0	) (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210,000	
MONTGOMERY COUNTY EV CHARGING PROGRAM			Before		(		)	0	0	0	0	0	0	0	(		0 (	) (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING NEW PROJECT TO THE TIP FOR INSTALLATION O EV CHARGING STATIONS.
MONTGOMERY	82029	FD	Adjust CRPU	TC	(	) (	)	0	190,000	0	0	0	0	0	(	)	0 (	) (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190,000	
SR,,MEV			After CRPU	TC	(			0	190,000	0	0	0	0	0			0	) (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190,000	
MONTGOMERY COUNTY EV CHARGING PROGRAM			Before		(		)	0	0	0	0	0	0	0	(		0 (	) (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING NEW PROJECT TO THE TIP FOR INSTALLATION C EV CHARGING STATIONS.
MONTGOMERY	82029	CON	Adjust CRPU	TC	(	) (	)	0 1	1,600,000	0	0	0	0	0	(	)	0 (	) (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,600,000	
SR,,MEV			After CRPU	тс	(		)	0	1,600,000	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,600,000	
			Before FI	FY Totals		) (	)	0	8,765,000	0	0	0	0	0		)	0	0 0	0	0	0	0	0	0	0	0	1,636,000	0	0	6,190,000	0	0	16,591,000	
			FFY Adjustme	nt Totals	(	) (	)	0	0	0	0	0	0	0	(		0 (	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
			After Fl	Y Totals		) (		0	8,765,000	0	0	0	0	0		)	0	0 0	0	0	0	0	0	0	0	0	1,636,000	0	0	6,190,000	0	0	16,591,000	

# DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA FISCAL CONSTRAINT CHART FEDERAL & STATE FUNDS (In \$1,000's)

# TIP MODIFICATIONS FOR SEPTEMBER 2025

# Chart: 075

\* Positive number denotes a surplus/Negative denotes a deficit

AMI	NDMENT			Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028		2ND 4	YRS FFY 2	029	2ND 4	YRS FFY 20	030	2ND 4 Y	YRS FFY 2	2031	2ND 4	YRS FFY	2032	3	BRD 4 YRS		TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed. Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		Kemane
TAP/HTS/SR2S LINE ITEM RESERVE			Before	TAU	4,119,559		0	0 8,762,000	) (	0 0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	100,501,559	LINE ITEM
DISTRICTWIDE	64984	CON	F		(4,119,559)	)	0	0 (80,44	) (	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(4,200,000)	1
				TAU	0		0	0 8,681,559	) (	0 0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	96,301,559	1
COTTMAN AVE: CASTOR AVE TO US	6		Before		0	(		0		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ľ	DRAWING DOWN FUNDS TO FULLY FUND THE COTTMAN AVE COMPLETE STREETS PROJECT. THE LOCAL FUNDS
PHILADELPHIA			Adjust	TAU LOC	4,119,559	(	3,950,00	80,44	(	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,150,000	ARE A COMBINATION OF PHILA WATER
SR,0073,000	82199		After	TAU LOC	4,119,559		3,950,00	0 80,44		0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,150,000	DEPT \$2.7M & COMMERCE \$1.25M. THERE WILL ALSO BE \$8M OF SPIKE NHPP FUNDS AND \$3.9M IN ASE FUNDS PROGRAMMED BY THE STATEWIDE SECTION IN CO.
			Ве	efore FFY Totals	4,119,559	(	)	0 8,762,00	)	0 0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	100,501,559	
			FFY Ad	ljustment Totals	0	(	3,950,00	0 (	) (	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,950,000	TOTAL ADJUST IS DUE
			,	After FFY Totals	4,119,559	(	3,950,00	8,762,00		0 0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	104,451,559	LOCAL FUNDS.

MA IDs:

### DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA FISCAL CONSTRAINT CHART FEDERAL & STATE FUNDS (In \$1,000's)

# TIP MODIFICATIONS FOR SEPTEMBER 2025 Chart #76

Chart: 076

6,765,000

* Positive number		Negative	denotes a			FEY	/ 202E			FEV 00	nac			FFV 2027			FFV 2022		01/0	4 VD0 FEV	2000	01/0 4	VDC FEI(A)	222	01/2	VDC FEV	2004	01/2	. VDC	V 0000		DAVEC FEW		TOTAL	
	NDMENT			Fund Type			2025			FFY 20				FFY 2027			FFY 2028			4 YRS FFY 2			YRS FFY 20			YRS FFY 2			YRS FF			D 4 YRS FFY		TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed. Sta.	Fed. (\$)	St	tate (\$)	LOC	Fed. (\$)	State (	(\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
																																			LINE ITEM
CARBON REDUCTION			Before	CDD			0	0	Ι,				0	_	_	Ι,						0		0	,		0	1,636,000			1,684,000	0	0	3,320,000	
PROGRAM LINE ITEM			Deloie	CIKI		١	١	· ·	·	٠	۱	۱	0	"	"	l `	<u>'</u>	"		ľ	"	0	١			"		1,030,000	"		1,004,000	· ·	· ·	3,320,000	
	119299	CON																																	
MONTGOMERY			Adjust	CRP		0	0	0	(	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	CRP		0	0	0		0	0	0	0	0	0			0	0	0	0	0	0	0	0	0	0	1,636,000	0	0	1,684,000	0	0	3,320,000	1
				0		-	ŭ		<u>'</u>	-						`		-			1		•		<u> </u>	1		1,000,000	<u> </u>	1	1,001,000	ŭ		-,,	LINE ITEM
CARBON REDUCTION																																			
PROGRAM LINE ITEM			Before	CRPU		0	0	0	6,765,000	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	11,271,000	
	119299	CON																																	
MONTGOMERY			Adjust	CRPU		0	0	0	(2,000,000	0)	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,000,000)	
						_	_			-	_			_	_			<u> </u>	_	_		_	_		_					_		_			
			After	CRPU		0	0	0	4,765,000	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	9,271,000	
CHESTER COUNTY																																			ADDING NEW PROJECT TO THE TIP FOR INSTALLATION OF
EV CHARGING			Before			0	0	0	(	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	FOR INSTALLATION OF EV CHARGING STATIONS.
PROGRAM PHASE II																																			STATIONS.
CHESTER	82031	FD	Adjust	CRPU TC		0	0	0	150,000	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150,000	
		Ì										ĺ																							1
SR,,CE2			After	CRPU TC		0	0	0	150,000	0	0	٥	0		_			0	0	٥.	0	0	0	0	0	0	0	0	0	0	0	0	0	150,000	
OIX, ,OLZ			7 11.01	0141 0			١	0	100,000	<u> </u>	١	ı ı	0			`							Ĭ	Ü	ľ		Ü	Ĭ				ŭ	Ü	100,000	
						_			1	+		<u></u>																							ADDING NEW
CHESTER COUNTY									l .																			_						_	PROJECT TO THE TIP FOR INSTALLATION OF
EV CHARGING PROGRAM PHASE II			Before			0	0	0	'	0	0	0	0	0	0	۱ '	ין י	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	EV CHARGING STATIONS.
										_																									
CHESTER	82031	CON	Adjust	CRPU TC		0	0	0	1,850,000	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,850,000	
SR,,CE2			After	CRPU TC		0	0	0	1,850,000	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,850,000	
			Ве	fore FFY Total	s	0	0	0	6,765,00	10	0	0	0	0	0	(	) (	0	0	0	0	0	0	0	0	0	0	1,636,000	0	0	6,190,000	0	0	14,591,000	
			FFY Ad		1																														

1,636,000

6,190,000

14,591,000

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs:

Chart: 077

\* Positive number denotes a surplus/Negative denotes a deficit

TIP MODIFICATIONS FOR AUGUST 2025 Chart #77

Admini	istrative Act	tion	F	und Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028		2ND 4	YRS FFY 20	029	2ND 4	YRS FFY 2	2030	2ND 4 Y	RS FFY	2031	2ND	YRS FFY	Y 2032		3RD 4 YRS		TOTAL	Remarks
Project Title	MPMS	Phs /	Amts. Fed	I. Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		Komuno
BRIDGE RESERV	E 79929	CON	efore BO	F 185	1,744,000	1,356,129	1,017,500	14,956	8,339	86,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0	C	0	0	1,724,000	46,897,714	0	56,810,976	LINE ITEM
BUCKS	.0020	A	djust BO	F 185	4,984,000	0	0	16,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000,000	ı
		A	ter BO	F 185	6,728,000	1,356,129	1,017,500	30,956	8,339	86,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0	C	0	0	1,724,000	46,897,714	0	61,810,976	l
N NARBERTH AVE AMTRAK(C)	0/	В	efore BO	F	4,984,000	0	0	16,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0	5,000,000	PHASE NOT NEEDED, UTL WORK PART OF CON PHASE WITH AMTRAK SUPPORT COSTS.
MONTGOMERY	64798	UTL A	djust BO	F	(4,984,000)	0	0	(16,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(5,000,000)	ı
SR,7412,NNA		Ai	ter		0	0	0	0	o	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C	0	0	0	0	0	0	
BRIDGE RESERV	E 79929	CON	efore BO	F 185	6,728,000	1,356,129	1,017,500	30,956	8,339	86,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0	C	0	0	1,724,000	46,897,714	0	61,810,976	LINE ITEM
BUCKS	73323		djust BO	F 185	(6,728,000)	0	0	0	0	0	0	0	0	407,000	0	0	400,000	0	0	0	0	0	0	0	0	C	0	0	0	0	0	(5,921,000)	j
		A	ter BO	F 185	0	1,356,129	1,017,500	30,956	8,339	86,000	0	1,789,338	0	407,000	1,933,000	0	400,000	51,000	0	0	189,000	0	0	0	0	C	0	0	1,724,000	46,897,714	0	55,889,976	
N NARBERTH AVE AMTRAK(C)	0/	В	efore BO	F	1,000,000	0	0	2,155,000	0	0	2,638,000	0	0	2,000,000	0	0	3,123,000	0	0	0	0	0	0	0	0	C	0	0	0	0	0	10,916,000	ADDING FUNDS TO MATCH RECENT LOW BID PLUS INSPECTION, PLUS ADVANCING FUNDS FOR AC CONVERSION.
MONTGOMERY	64798	CON A	djust BO	F	6,728,000	0	0	0	0	0	0	0	0	(407,000)	0	0	(400,000)	0	0	0	0	0	0	0	0	C	0	0	0	0	0	5,921,000	
SR,7412,NNA		Ai	ter BO	F	7,728,000	0	0	2,155,000	0	0	2,638,000	0	0	1,593,000	0	0	2,723,000	0	0	0	0	0	0	0	0	C	0	0	0	0	0	16,837,000	
			Before	FFY Totals	14,456,000	2,712,258	2,035,000	2,216,912	16,678	172,000	2,638,000	3,578,676	0	2,000,000	3,866,000	0	3,123,000	102,000	0	0	378,000	0	0	0	0	0	0	0	3,448,000	93,795,428	0	134,537,952	
		F	FY Adjusti	ment Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
			After	FFY Totals	14,456,000	2,712,258	2,035,000	2,216,912	16,678	172,000	2,638,000	3,578,676	0	2,000,000	3,866,000	0	3,123,000	102,000	0	0	378,000	0	0	0	0	C	0	0	3,448,000	93,795,428	0	134,537,952	

# MA IDs:

# DVRPC FFY 2025 - 2028 TIP FOR PENNSYLVANIA FISCAL CONSTRAINT CHART FEDERAL & STATE FUNDS (In \$1,000'S)

TIP MODIFICATIONS FOR AUGUST 2025 Chart #78

Chart: 078 \* Positive number denotes a surplus/Negative denotes a deficit

Administ	rative Act	tion	Fun	id Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028		2ND 4	YRS FFY 2029	2ND	4 YRS FFY	2030	2ND 4	YRS FF	Y 2031	2ND 4	YRS FFY	/ 2032		3RD 4 YRS		TOTAL	Remarks
Project Title	MPMS	Phs .	Amts. Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$) LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		Romano
REGIONAL SAFETY INITI			efore HSIP		0	0	0	187,328		0	0 2,153,000	0	0	19,704,000	C	0	23,862,000	0	23,862,000	0	0	23,862,000		0	23,862,000	0	0	95,448,000	0	0	212,940,328	LINE ITEM
DISTRICT LINE ITEM	57927	CON	djust HSIP		715,000	0	0	(	)	0	0 (715,000)	0	0	0	C	0	0	0	0 (	0	, C	) (	) (	0	0	0	0	0	0	0	0	1
		А	fter HSIP		715,000	0	0	187,328	1	0	0 1,438,000	0	0	19,704,000	C	0	23,862,000	0	23,862,000	0		23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	212,940,328	
63RD ST SAFETY IMP		В	efore HSIP		1,500,000	0	0	1,500,000		0	0 0	0	0	0	C	0	0	0	0 (	0	C	0		0	0	0	0	0	0	0	3,000,000	CASH FLOWING AND FREEING UP FUNDS FOR AUCS
PHILADELPHIA	115435	FD A	djust HSIP		(1,500,000)	0	0	(	)	0	715,000	0	0	0	C	0	0	0	0 (	0	C	) (	0	0	0	0	0	0	0	0	(785,000)	1
SR,3015,SIP		A	fter HISP		0	0	0	1,500,000		0	0 715,000	0	0	0	C	0	0	0	0 (	0	C	0		0	0	0	0	0	0	0	2,215,000	
COBBS CREEK PARKWAY: MARKET- WOODLAND		В	efore HSIP	тс	1,700,000	0	0	(		0	0	0	0	0	C	0	0	0	0 (	0	C	0		0	0	0	0	0	0	0	1,700,000	ADDING FUNDS FROM THE PAREN PROJECT TO THE CON BREAKOUT.
PHILADELPHIA	120762	CON A	djust HSIP	TC	785,000	0	0	(	1	0	0 0	0	0	0	C	0	0	0	0 (	0	· c	0	0	0	0	0	0	O	0	0	785,000	İ
SR,3015,SP1		A	fter HSIP	тс	2,485,000	0	0	(		0	0 0	0	0	0	C	0	0	0	0	0	C	0	0	0	0	0	0	0	0	0	2,485,000	
COBBS CREEK PARKWAY: MARKET- WOODLAND		В	efore	581	0	0	0	(		0	0 0	0	0	0	C	0	0	0	0 (	0	C	0		0	0	9,300,000	0	0	0	0	9,300,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.
PHILADELPHIA	120762	CON A	djust	581	0	0	0	(	)	0	0 0	0	0	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR,3015,SP1		A	fter	581	0	0	0	(		0	0 0	0	0	0	C	0	0	0	0	0	C	0	0	0	0	9,300,000	0	0	0	0	9,300,000	

0 23.862.000 0 0 23.862.000 0 0 23.862.000 0 0 0 23.862.000 0 0 0 95,448,000 0 0 0 213,051,328 0 1,549,000 0 0 19,704,000

EGIONAL SAFETY INITI		Before HSIP	715,000	0 0	187,328 0	0	1,549,000	0 0	19,704,000	0 0	23,862,000	0 0	23,862,000	0	0 23,862,000 0	0	23,862,000 0	0	95,448,000	0	0	213,051,328
DISTRICT LINE ITEM 57927	CON	Adjust HSIP	(715,000)	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 0	0	0	0	0	(715,000)
		After HSIP	0	0 0	187,328 0	0	1,549,000	0 0	19,704,000	0 0	23,862,000	0 0	23,862,000	0	0 23,862,000 0	0	23,862,000 0	0	95,448,000	0	0	212,336,328
BROAD ST SAFETY IMP: ALLEGHENY- HUNTING PARK AVE(C)		Before HVRU	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 9,300,000	0	0	0	0	9,300,000 PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.
	0 00	Adjust HVRU	200,000	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 0	0	0	0	0	200,000
SR,0611,SIP		After HVRU	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 9,300,000	0	0	0	0	9,300,000
LOW COST SAFETY IMP 6-0(C )		Before HSIP	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 9,300,000	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.
PHILADELPHIA 112524	4 CON	Adjust HSIP	150,000	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 0	0	0	0	0	150,000
SR,,SIP		After HSIP	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 9,300,000	0	0	0	0	9,300,000
VINE ST CORRIDOR SAFETY IMP(C)		Before HVRU	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 9,300,000	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.
PHILADELPHIA 115442	2 FD	Adjust HVRU	125,000	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 0	0	0	0	0	125,000
SR,2676,SIP		After HVRU	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 9,300,000	0	0	0	0	9,300,000
MAIN ST SAFETY: EGYPT TO FORREST/AIRY		Before HSIP	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 9,300,000	0	0	0	0	9,300,000 PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.
MONTGOMERY 110971	1 PE	Adjust HSIP	102,000	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 0	0	0	0	0	102,000
SR,3009,SIP		After HSIP	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 9,300,000	0	0	0	0	9,300,000
BETHLEHEM PIKE SAFETY IMP(C)		Before HVRU	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 9,300,000	0	0	0	0	9,300,000 PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.
MONTGOMERY 114944	4 CON	Adjust HVRU	52,000	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 0	0	0	0	0	52,000
SR,2018,SIP		After HVRU	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 9,300,000	0	0	0	0	9,300,000
HENRY AVE CONGESTED COOR 1(C)		Before HVRU	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 9,300,000	0	0	0	0	9,300,000 PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.
PHILADELPHIA 80104	4 CON	Adjust HVRU	49,000	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 0	0	0	0	0	49,000
SR,4001,SIP		After HVRU	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 9,300,000	0	0	0	0	9,300,000
FRANKFORD AVE SIGNAL IMP(C)		Before HVRU	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 9,300,000	0	0	0	0	9,300,000 PREVIOUSLY OBLIGATED. ADDING FUNDS TO ADDRESS AUC.
PHILADELPHIA 106993	3 PE	Adjust HVRU	37,000	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 0	0	0	0	0	37,000
SR,0013,SP2		After HVRU	0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 9,300,000	0	0	0	0	9,300,000
		Before FF	/ Totals 3,915,000	0 0	1,874,656 0	0	3,702,000	0 0	39,408,000	0 0	47,724,000	0 0	47,724,000	0	0 47,724,000 0	0	47,724,000 74,400,000	0	190,896,000	0	0	505,091,656
		FFY Adjustmen	t Totals 0	0 0	0 0	0	0	0 0	0	0 0	0	0 0	0	0	0 0 0	0	0 0	0	0	0	0	0
		After FF	7 Totals 3,200,000	0 0	1,874,656 0	0	3,702,000	0 0	39,408,000	0 0	47,724,000	0 0	47,724,000	0	0 47,724,000 0	0	47,724,000 74,400,000	0	190,896,000	0	0	504,376,656
					<b>↓</b>	1	1		ļ	ļ					_							

# MA IDs:

# DVRPC FFY 2025 - 2028 TIP FOT PENNSYLVANIA FISCAL CONSTRAINT CHART FEDERAL & STATE FUNDS (In \$1,000's)

#### TIP MODIFICATIONS FOR AUGUST 2025 Chart #79

Chart: 079

Administr	rative Action	on		Fund Type		F	FY 2025			FF	Y 2026			FFY 2027			FFY 2028		2ND	4 YRS FFY	029	2ND 4	YRS FFY	2030	2ND 4	YRS FFY	2031	2ND 4 Y	RS FFY	2032		3RD 4 YRS		TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed. Sta.	Fed. (	(\$)	State (\$)	LOC	Fed. (\$)	8	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		Remarks
STU LINE ITEM		E	Before	STU 581	2,142	2,871	1,697,788	0	4,159,2	35	697,000	0	117,000	4,000	0	0	582,000	0	0	(	0	5,848,000	0	0	0	0	0	0	0	0	5,111,600	1,151,000	0	21,510,494	LINE ITEM
BUCKS	79980	CON	Adjust	STU 581	1,000	0,000	(775,000)	0	1,000,0	00	0	0	0	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	1,225,000	
		ļ	After	STU 581	3,142	2,871	922,788	0	5,159,2	35	697,000	0	117,000	4,000	0	0	582,000	0	0	(	o	5,848,000	0	0	0	0	0	0	0	0	5,111,600	1,151,000	0	22,735,494	
NHPP RESERVE LINE ITEM	82216		Before	NHPP 581		0	676,000	0	585,0	100	0	0	0	0	0	0	0	0	0	(	0	0	0	0	3,608,000	0	0	0	0	0	4,282,000	3,762,000	0	12,913,000	LINE ITEM
DISTRICT WIDE			Adjust	NHPP 581		0	(676,000)	0		0	0	0	0	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	(676,000)	
		F	After	NHPP 581		0	0	0	585,0	00	0	0	0	0	0	0	0	0	0	(	0	0	0	0	3,608,000	0	0	0	0	0	4,282,000	3,762,000	0	12,237,000	
BALTIMORE PIKE & NEWARK RD		E	Before	STU TC	1,000	0,000	0	0	1,000,0	100	0	0	0	0	0	0	0	0	0	(	O	0	0	0	0	0	0	0	0	0	0	0	0	2,000,000	PHASE IS FUNDED WITH 58' STATE FUNDS. CANNOT US! THE FED FUNDS.
CHESTER	110312	FD /	Adjust	STU TC	(1,000	0,000)	0	0	(1,000,0	00)	0	0	0	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,000,000)	,
SR,3033,OBP		A	After	STU TC		0	0	0		0	0	0	0	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BALTIMORE PIKE & NEWARK RD		E	Before	581		0	0	0		0	0	0	0	0	0	0	0	0	0	(	O	0	0	0	0	0	0	0	0	0	0	0	0		ADDING STATE FUNDS TO MATCH CURRENT PHASE COST INCLUDING RECENT SUPPLEMENT.
CHESTER	110312	FD /	Adjust	581		0	1,451,000	0		0	0	0	0	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	1,451,000	]
SR,3033,OBP		A	After	581		0	1,451,000	0		0	0	0	0	0	0	0	0	0	0	(	0	0	0	0	0	0	0	0	0	0	0	0	0	1,451,000	

100,000

# Chart: 079

SR,0041,926

STU TC

100.000

Before STU 581 3,142,871 922,788 5,159,235 697,000 117,000 4,000 0 582,000 5,848,000 5,111,600 1,151,000 22,735,494 STU LINE ITEM **79980 CON** Adjust STU 581 (1,919,491) BUCKS (1,387,491) 252,000 (784,000) 0 After STU 581 1.755.380 1.174.788 4.375.235 697.000 117.000 0 582,000 5.848.000 5.111.600 1.151.000 20.816.003 4.000 0 DVRPC CMAQ PROGRAM Before CAQ 417,843 277,000 80,000 2,312,000 4,295,000 6,734,000 7,342,000 5,000,000 10,000,000 36,457,843 48201 Adjust CAQ
After CAQ DELAWARE (205,494) (205,494) 212,349 0 277,000 80,000 2,312,000 4,295,000 6,734,000 7,342,000 5,000,000 10,000,000 36,252,349 US 322 O/ CSX & STU TC BETHEL RD DELAWARE FD Adjust STU TC 500,000 500,000 104343 SR.0322.CSX STU TC 500.000 500.000 PREVIOUSLY OBLIGATED ADDING FUNDS TO ADDR #2 DISTRICT AUC. OXFORD VALLEY RD: LINCOLN HWY-BRISTOL OXFORD Before STU TC VALLEY RD BUCKS 13635 CON Adjust STU TC 784,000 784,000 STU TC SR,2029,S99 784.000 784,000 BRISTOL RD: HULM-OLD LINCOLN(C) STU TC BUCKS 13727 CON Adjust STU TC 550,000 STU TC SR.2025.001 550.000 550.000 PREVIOUSLY OBLIGATED ADDING FUNDS TO ADDRI #5 DISTRICT AUC. ROOSEVELT BLVD Before STU TC EXIT(C) PHILADELPHIA CON Adjust STU TC 128,189 128,189 92809 STU TC SR,0013,RBR 128,189 128,189 SKIPPACK PK O/ STU 581 SKIPPACK CR(C) MONTGOMERY FD Adjust STU 581 109,302 27,000 136,302 92807 SR.0073.MS2 STU 581 109.302 27.000 136.302 PREVIOUSLY OBLIGATED
ADDING FUNDS TO ADDR
#12 DISTRICT AUC. PA 41 & PA 926 Before STU TC ROUNDABOUT(C) CHESTER 102709 CON Adjust STU 100,000 100,000 TC

# Chart: 079

CHURCH RD: GREENWOOD-RICE'S(C) CAQ 581 MONTGOMERY FD Adjust CAQ 581 84,762 21,000 105,762 SR,0073,04N CAQ 581 84,762 21,000 105,762 QUAKERTOWN CLOSED LOOP(C) CAQ BUCKS 57635 UTL Adjust CAQ 30,673 0 0 0 30,673 SR,0309,QCL CAQ 30,673 30,673 MACDADE BLVD: SOUTH AVE(C) CAQ DELAWARE 64790 UTL Adjust CAQ 49,132 49,132 CAQ SR,2006,DMS 49,132 49,132 ON ROAD BIKE RETROFITS CAQ PE Adjust CAQ PHILADELPHIA 63406 40,927 40,927 CAQ 40,927 SR,----,---40,927 PROJECT IS FEDERALLY FUNDED, REMOVING STATE FUNDS ON ROAD BIKE RETROFITS 581 200,000 200,000 PHILADELPHIA 63406 581 0 (200,000) (200,000) 581 200,000 SR.----200,000 ON ROAD BIKE RETROFITS 581 100,000 100,000 PHILADELPHIA 63406 CON Adjust 0 (100,000) (100,000) SR,----,---581 100,000 100,000 Before FFY Totals 6,703,585 3,596,576 10,983,470 1,694,000 2,546,000 8,000 4,295,000 1,164,000 18,430,000 24,505,200 6,064,000 96,216,831 277,000 10,950,000 5,000,000 FFY Adjustment Total After FFY Total 6,703,585 3,596,576 277,000 10,983,470 1,694,000 2,546,000 8,000 4,295,000 1,164,000 18,430,000 10,950,000 5,000,000 24,505,200 6,064,000 96,216,831

Amendment Statewide & DV				Fund	і Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
State (15%) Reserve			Before		s581		1,133,108			153,477			1,071,309			396,331		Statewide Highway Reserve used as
/	84337	CON	Adjust		s581		(100,000)											source of funds to maintain fiscal
Central Office			After		s581		1,033,108			153,477			1,071,309			396,331		constraint.
Bellwether District Master Study			Before		s581													Add phase. \$100,000 state s581
/BWS	118010	STUDY	Adjust		s581		100,000	700,000										provided from Statewide (15%) Reserve. \$700,000 PRIV included to
Philadelphia			After		s581		100,000	700,000										show full funding of the study.
	Before T	otals	-			\$0	\$1,133,108	\$0	\$0	\$153,477	\$0	\$0	\$1,071,309	\$0	\$0	\$396,331	\$0	Actions do not affect air quality
Ad	Adjustment Totals					\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
	After To	otals				\$0	\$1,133,108	\$700,000	\$0	\$153,477	\$0	\$0	\$1,071,309	\$0	\$0	\$396,331	\$0	comenmy.

Administrative Acti Interstate		D: 140745)		Fund	Туре		FFY 2025		F	FY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency			Before	NHPP		26,480,554			5,205,059			36,974,012			18,839,941			
1	75891	CON	Adjust	NHPP					15,000,000						(15,000,000)			Line Item used as funding source to maintain fiscal constraint.
Central Office			After	NHPP		26,480,554			20,205,059			36,974,012			3,839,941			mamam nood continu
I-95 (SB): Race-Shackamaxon			Before	NHPP					45,000,000			30,000,000			30,000,000			Cashflowing from FFY 2026 to FFY
95/GR6	103553	CON	Adjust	NHPP					(15,000,000)						15,000,000			2028 to maximize funding on current
Philadelphia			After	NHPP					30,000,000			30,000,000			45,000,000			program. EST let date 4/23/2026.
	Before '	Totals				\$26,480,554	\$0	\$0	\$50,205,059	\$0	\$0	\$66,974,012	\$0	\$0	\$48,839,941	\$0	\$0	Actions do not affect air quality
A	Adjustment Totals		,	,	•	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
	After T	otals				\$26,480,554	\$0	\$0	\$50,205,059	\$0	\$0	\$66,974,012	\$0	\$0	\$48,839,941	\$0	\$0	comonity.

#### NOTES

State match provided via toll credits.

Administrative Action Interstate & L		0833)		Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
I-76 Flex Lane WB: US 1-Belmont Ave			Before	NHPP		5,000,000			5,000,000									
76/FL3	116839	ROW	Adjust	NHPP		(2,000,000)												Moving 2M from ROW to FD phase to better align with estimate.
Montgomery			After	NHPP		3,000,000			5,000,000									conc. angr. with commute.
I-76 Flex Lane WB: US 1-Belmont Ave			Before	NHPP		9,000,000												
76/FL3	116839	FD	Adjust	NHPP		2,000,000												Moving 2M from ROW to FD phase to better align with estimate.
Montgomery			After	NHPP		11,000,000												conc. angr. with commute.
Bet	fore Tota	ıls	•			\$14,000,000	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality
	tment To					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
Af	ter Total	s				\$14,000,000	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	comonnity.

# FISCAL CONSTRAINT CHART

FFY 2025-2028 TIP Highway/Bridge

Administrative Action Interstate & D		843)		Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency			Before	NHPP	185	31,980,554	6,983,013		20,205,059	1,611,000		23,244,517	14,079,830		3,839,941	7,593,024		
/	75891	CON	Adjust	NHPP	185	(2,000,000)	(250,000)		2,000,000	250,000								Interstate Contingency used to balance funds.
Central Office			After	NHPP	185	29,980,554	6,733,013		22,205,059	1,861,000		23,244,517	14,079,830		3,839,941	7,593,024		
195 Br Rehab: Island Av-Phl Navy Yard			Before	NHPP	185				4,500,000	500,000		4,500,000	500,000					
95/GPB	115805	PE	Adjust	NHPP	185	2,000,000	250,000		(2,000,000)	(250,000)								Advance PE phase to cover AUC.
Philadelphia			After	NHPP	185	2,000,000	250,000		2,500,000	250,000		4,500,000	500,000					
Bef	ore Total	ls				\$31,980,554	\$6,983,013	\$0	\$24,705,059	\$2,111,000	\$0	\$27,744,517	\$14,579,830	\$0	\$3,839,941	\$7,593,024	\$0	Astiona do not offect air quality
Adjus	tment To	tals				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		Actions do not affect air quality conformity.
Af	ter Totals	3				\$31,980,554	\$6,983,013	\$0	\$24,705,059	\$2,111,000	\$0	\$27,744,517	\$14,579,830	\$0	\$3,839,941	\$7,593,024	\$0	

Administrative Acti Interstate		D: 140845)		Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency			Before	NHPP	581	29,980,554	1,340,607		22,205,059	3,213,180		31,474,012	2,100,246		3,839,941	13,757,144		
/	75891	CON	Adjust	NHPP	581	(1,200,000)	(300,000)											Line Item used as funding source.
Central Office			After	NHPP	581	28,780,554	1,040,607		22,205,059	3,213,180		31,474,012	2,100,246		3,839,941	13,757,144		
I-95: Shackamaxon - Ann			Before	NHPP	581							800,000	200,000					Adding PE in FFY 2025 due to
95/GIR	17821	PE	Adjust	NHPP	581	1,200,000	300,000											additional Archaeology field work is required to be performed in 2025 and
Philadelphia	After	NHPP	581	1,200,000	300,000					800,000	200,000					early 2026 to clear the SR 0095 Section GR6 Project for construction in 2026 (MPMS# 103553).		
	Before	Totals				\$29,980,554	\$1,340,607	\$0	\$22,205,059	\$3,213,180	\$0	\$32,274,012	\$2,300,246	\$0	\$3,839,941	\$13,757,144	\$0	Actions do not affect air quality
A	•	nt Totals				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
	After T	otals				\$29,980,554	\$1,340,607	\$0	\$22,205,059	\$3,213,180	\$0	\$32,274,012	\$2,300,246	\$0	\$3,839,941	\$13,757,144	\$0	

Administrative Acti Interstate		D: 141155)		Fund	Туре		FFY 2025			FFY 2026		ı	FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency			Before	NHPP		5,927,948			4,477,559			23,244,517			3,839,941			
/	75891	CON	Adjust	NHPP		1,600,000			1,600,000			1,600,000			1,600,000			Line Item used to maintain fiscal constraint.
Central Office			After	NHPP		7,527,948			6,077,559			24,844,517			5,439,941			oononami.
I-95 Design Support Serv			Before	NHPP	581	1,600,000	400,000		1,600,000	400,000		1,600,000	400,000		1,600,000	400,000		
95/DSM	46959	PE	Adjust	NHPP	581	(1,600,000)			(1,600,000)			(1,600,000)			(1,600,000)			Returning Federal funds to Interstate Line item.
Philadelphia			After	NHPP	581		400,000			400,000			400,000			400,000		2
	Before '	Totals				\$7,527,948	\$400,000	\$0	\$6,077,559	\$400,000	\$0	\$24,844,517	\$400,000	\$0	\$5,439,941	\$400,000	\$0	Actions do not offect air quality
A	djustme	nt Totals	•	,	,	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
	After T	otals	-			\$7,527,948	\$400,000	\$0	\$6,077,559	\$400,000	\$0	\$24,844,517	\$400,000	\$0	\$5,439,941	\$400,000	\$0	

Administrative Acti D6-0 Inters		D: 141410)		Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency			Before	NHPP		7,293,948			3,742,559			24,844,517			5,439,941			Interstate Contingency line item used
/	75891	CON	Adjust	NHPP		(162,143)												as source of funds to maintain fiscal
Central Office			After	NHPP		7,131,805			3,742,559			24,844,517			5,439,941			constraint.
I-95: Levick St - Bleigh			Before															
95/CPR	47394	ROW	Adjust	NHPP		162,143												Add ROW phase to current TIP
Philadelphia			After	NHPP		162,143												
	Before '	Totals				\$7,293,948	\$0	\$0	\$3,742,559	\$0	\$0	\$24,844,517	\$0	\$0	\$5,439,941	\$0	\$0	Actions do not affect air quality
A	Adjustment Totals			-	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
	After T	otals		-	-	\$7,293,948	\$0	\$0	\$3,742,559	\$0	\$0	\$24,844,517	\$0	\$0	\$5,439,941	\$0	\$0	

#### FISCAL CONSTRAINT CHART

FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA Interstate (D11 & D		)		Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Fort Duquesne Bridge Rehab & Preservation			Before	NHPP		14,400,000												0 1/1 / 1 / 55/2005 / 55/
279/A89	109270	FD	Adjust	NHPP		(14,400,000)			9,898,781			4,501,219						Cashflow funds from FFY 2025 to FFY 26/27.
Allegheny			After	NHPP					9,898,781			4,501,219						23/27.
I-95: Margaret-Carver (C)			Before	NHPP		50,500,000			40,000,000			6,181,786						
95/BS2	79910	CON	Adjust	NHPP		14,400,000			(9,898,781)			(4,501,219)						Advancing funds from FFY 26/27 to FFY 2025.
Philadelphia			After	NHPP		64,900,000			30,101,219			1,680,567						
Before	e Totals					\$64,900,000	\$0	\$0	\$40,000,000	\$0	\$0	\$6,181,786	\$0	\$0	\$0	\$0	\$0	Astions do not offect air quality
Adjustm	ent Tota	ls				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
After	Totals					\$64,900,000	\$0	\$0	\$40,000,000	\$0	\$0	\$6,181,786	\$0	\$0	\$0	\$0	\$0	comornity.

Administrative Action Interstate TIP	(MA ID: 141	597)		Fund Type		FF'	Y 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030		FI	FY 2031			FFY 2032		FFY	2033-2036		Remarks
Project Title	MPMS	Phase	Amts	Fed Stat	e Feder	al	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency			Before	NHPP	7,131,	805			3,742,559			24,844,517			5,439,941			13,377,400						32,500,000			5,000,000			181,930,201			
/	75891	CON	Adjust	NHPP					8,814,729												20,000,000			(8,814,729)						(20,000,000)			Line item used as funding source to maintain fiscal constraint.
Central Office			After	NHPP	7,131,	805			12,557,288			24,844,517			5,439,941			13,377,400			20,000,000			23,685,271			5,000,000			161,930,201			manual risca constraint.
I-95: Tioga St to Wheatsheaf Ln			Before	NHPP					48,814,729			43,379,647			36,370,542			41,991,644			45,443,438			11,000,000									Cashflow to maximize funding on
95/AF3	103557	CON	Adjust	NHPP					(8,814,729)															8,814,729									Interstate prorgram. EST Let Date
Philadelphia			After	NHPP					40,000,000			43,379,647			36,370,542			41,991,644			45,443,438			19,814,729									10/9/2025
I-95/US 322 Interchange Improvements			Before	NHPP																	35,000,000			18,000,000			35,000,000			35,000,000			Cashflow to maximize funding on
95/322	15477	CON	Adjust	NHPP																	(20,000,000)									20,000,000			Interstate prorgram. EST Let Date
Delaware			After	NHPP																	15,000,000			18,000,000			35,000,000			55,000,000			10/9/2025
Bet	fore Total	ls			\$7,131,	805	\$0	\$0	\$52,557,288	\$0	\$0	\$68,224,164	\$0	\$0	\$41,810,483	\$0	\$0	\$55,369,044	\$0	\$0	\$80,443,438	\$0	\$0	\$61,500,000	\$0	\$0	\$40,000,000	\$0	\$0	\$216,930,201	\$0	\$0	Actions do not affect air quality
Adjus	stment To	tals				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
Af	ter Totals	3			\$7,131,	805	\$0	\$0	\$52,557,288	\$0	\$0	\$68,224,164	\$0	\$0	\$41,810,483	\$0	\$0	\$55,369,044	\$0	\$0	\$80,443,438	\$0	\$0	\$61,500,000	\$0	\$0	\$40,000,000	\$0	\$0	\$216,930,201	\$0	\$0	

Amendment () Interstate		99)		Fund Type		FFY 20	125			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036		Remarks
Project Title	MPMS	Phase	Amts	Fed Sta	e Federa	l St	ate L	oc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Ot	h Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency			Before	NHPP	7,131,8	05			12,557,288			24,844,517			25,439,941			13,377,400			20,000,000			23,685,271			5,000,000			141,930,201			
/	75891	CON	Adjust	NHPP											20,000,000												15,000,000			(35,000,000)			Line item used as funding source to maintain fiscal constraint.
Central Office			After	NHPP	7,131,8	05			12,557,288			24,844,517			45,439,941			13,377,400			20,000,000			23,685,271			20,000,000			106,930,201			mannan naca conanana.
I-95 (NB): Race - Shackamaxon	1		Before	NHPP											40,000,000			40,000,000			40,000,000			30,000,000			55,701,000			5,069,000			Cashflow to maximize funding on
95/GR5	79828	CON	Adjust	NHPP											(20,000,000)												(15,000,000)			35,000,000			Interstate prorgram. EST Let Date
Philadelphia			After	NHPP											20,000,000			40,000,000			40,000,000			30,000,000			40,701,000			40,069,000			6/29/2028
	Before T	Totals			\$7,131,8	05	\$0	\$0 \$	12,557,288	\$0	\$0	\$24,844,517	9	0 \$0	\$65,439,941	\$0	\$0	\$53,377,400	\$0	\$0	\$60,000,000	\$0	\$0	\$53,685,271	\$0	\$0	\$60,701,000	\$0	\$0	\$146,999,201	\$0	\$0	Actions do not affect air quality
A	ldjustmen					\$0	\$0	\$0	\$0	\$0	\$0	\$0	9	0 \$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
	After To	otals			\$7,131,8	05	\$0	\$0 \$	12,557,288	\$0	\$0	\$24,844,517	5	0 \$0	\$65,439,941	\$0	\$0	\$53.377.400	\$0	\$0	\$60,000,000	\$0	\$0	\$53,685,271	\$0	\$0	\$60,701,000	\$0	\$0	\$146,999,201	\$0	\$0	

HOTES

Administrative Action (MA Statewide & DVRPC T				Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
HSIP Set Aside Reserve			Before	sHSIP		2,385,985			9,652,290			40,898,800			40,494,355			HSIP Set Aside Reserve balancing
/	101969	CON	Adjust	sHSIP		2,100,000			900,000									source of funds to maintain fiscal
Central Office			After	sHSIP		4,485,985			10,552,290			40,898,800			40,494,355			constraint.
Systemic Improvements: Intersection Safety			Before	sHVRU		1,000,000												
/SIP	82087	PE	Adjust	sHVRU		(700,000)			700,000									defer funds to intended use
Montgomery			After	sHVRU		300,000			700,000									
stemic Improvements: Wrong Way Countermeasu	u		Before	sHSIP		1,000,000												
/SIP	82089	PE	Adjust	sHSIP		(700,000)			700,000									defer funds to intended use
Montgomery			After	sHSIP		300,000			700,000									
Systemic Improvements: Vulnerable Users			Before	sHVRU		1,000,000												
/SIP	82088	PE	Adjust	sHVRU		(700,000)			700,000									defer funds to intended use
Montgomery			After	sHVRU		300,000			700,000									
Systemic Improvements: Vulnerable Users			Before	sHVRU					3,000,000									
/SIP	82088	CON	Adjust	sHVRU					(3,000,000)									remove phase.
Montgomery			After	sHVRU														
Administrative Action (MA ID:140 Statewide & DVRPC T		10639)		Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
HSIP Set Aside Reserve			Before	sHSIP		4,485,985			10,552,290			40,898,800			40,494,355			HSIP Set Aside Reserve balancing
1	101969	CON	Adjust	sHSIP		(3,000,000)												source of funds to maintain fiscal
Central Office			After	sHSIP		1,485,985			10,552,290			40,898,800			40,494,355			constraint.
Systemic Improvements-Vulnerable Users (C)			Before	sHVRU														
/SIP	117796	CON	Adjust	sHVRU		3,000,000												Increase for work order additional locations.
Philadelphia			After	sHVRU		3,000,000												
Before	Totals					\$9,871,970	\$0		\$23,204,580	\$0		\$81,797,600	\$0		\$80,988,710	\$0	\$0	Actions do not affect air quality
Adjustme		3				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.
After '	ı otals					\$9,871,970	\$0	\$0	\$23,204,580	\$0	\$0	\$81,797,600	\$0	\$0	\$80,988,710	\$0	\$0	•

Administrative Act		: 140743)		Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
TAP Reserve			Before	TAP		55,316			2,939,867			1,779,988			30,604,000			
/	60560	CON	Adjust	TAP		1,755,000			(1,755,000)									Balancing Source
Central Office			After	TAP		1,810,316			1,184,867			1,779,988			30,604,000			1
Jennersville Sidewalk			Before	TAP		845,000												
796/JSC	118355	CON	Adjust	TAP		(845,000)			845,000									Cashflow to match estimated let date
Chester			After	TAP					845,000									1
Liberty Bell Trail			Before	TAP		910,000												
1004/LBT	118356	CON	Adjust	TAP		(910,000)			910,000									Cashflow to match estimated let date
Montgomery			After	TAP					910,000									1
	Before Totals					\$1,810,316	\$0	\$0	\$2,939,867	\$0	\$0	\$1,779,988	\$0	\$0	\$30,604,000	\$0	\$0	Actions do not affect air quality
	Adjustment Totals					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		conformity.
	After T	otals				\$1,810,316	\$0	\$0	\$2,939,867	\$0	\$0	\$1,779,988	\$0	\$0	\$30,604,000	\$0	\$0	

Administrative Action (MAID Statewide & DVRPC TIF				Fun	d Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Multimodal Reserve			Before		411		51,122,687			83,637,886			87,340,000			89,867,000		Multimodal Reserve line item used as
/	102893	CON	Adjust		411		(513,530)											source of funds to maintain fiscal
Central Office			After		411		50,609,157			83,637,886			87,340,000			89,867,000		constraint.
Prospect Ave Pedestrian Improvements R10			Before															Adding CON phase as per MTF
841/MTF	81889	CON	Adjust		411		513,530	200,000										agreement. Local borough funds are
Chester			After		411		513,530	200,000										additional to the STIP.
Before Tota	als					\$0	\$51,122,687	\$0	\$0	\$83,637,886	\$0	\$0	\$87,340,000	\$0	\$0	\$89,867,000	\$0	Actions do not affect air quality
Adjustment T	otals					\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		conformity.
After Total	ls					\$0	\$51,122,687	\$200,000	\$0	\$83,637,886	\$0	\$0	\$87,340,000	\$0	\$0	\$89,867,000	\$0	

Administrative Action DVRPC TI		10855)		Fund	I Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
PA 23 Corridor Safety Improvments			Before	HSIP		3,000,000												
FA 23 Comdor Salety Improvinents			Before	HVRU														
23/SIP	115423	CON	Adjust	HSIP		(3,000,000)												Flip funding from HSIP to HVRU. JPH
23/51P	113423	CON	Adjust	HVRU		3,000,000												approved 6/24/2025.
Chester			After	HSIP														
Chester			After	HVRU		3,000,000												
В	efore Tot	als				\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Antique de cet effect els contits
Adju	ıstment T	otals				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
A	After Tota	ls				\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	comonnity.

Administrative Action (MAI Statewide and DVRPC				Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
4th Street RR WD			Before	RRX														
2029/388	115872	CON	Adjust	RRX		17,082												Increase to cover AUC
Delaware			After	RRX		17,082												
Unionville Rd Grade Xing			Before	RRX		396,621												
842/280	119786	CON	Adjust	RRX		24,478												Increase to cover AUC
Chester			After	RRX		421,099												
RRX Reserve			Before	RRX		474,930			68,210			245,993			854,007			
/	98255	CON	Adjust	RRX		(41,560)												RRX Reserve Line Item source of funds
Central Office			After	RRX		433,370			68,210			245,993			854,007			idilas
Administrative Action (MA I Statewide and SPC (D12,				Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Dunlevy Corridor			Before	RRX														
/	103186	CON	Adjust	RRX		2,368												Increase to cover AUC
Washington			After	RRX		2,368												
Bridge Street and Eureka Hill Grade Crossings			Before	RRX														
981/RRX	106061	CON	Adjust	RRX		4,075												Increase to cover AUC
Westmoreland			After	RRX		4,075												
RRX Reserve			Before	RRX		433,370			68,210			245,993			854,007			
/	98255	CON	Adjust	RRX		(6,443)												RRX Reserve Line Item source of funds
Central Office			After	RRX		426,927			68,210			245,993			854,007			idido
Before	Totals		•			\$1,304,921	\$0	\$0	\$136,420	\$0	\$0	\$491,986	\$0	\$0	\$1,708,014	\$0		Actions do not affect air quality
Adjustme						\$0	\$0	\$0	\$0	\$0			\$0	\$0	\$0	\$0	\$0	conformity.
After 1	Totals					\$1,304,921	\$0	\$0	\$136,420	\$0	\$0	\$491,986	\$0	\$0	\$1,708,014	\$0	\$0	•

Administrative Action Statewide & DVRF		172)		Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
PROTECT Reserve			Before	PRTCT		2,272,934			5,446,926			47,290,400			62,639,000			PROTECT Reserve line item used as
/	118322	CON	Adjust	PRTCT		(1,771,000)												source of funds to maintain fiscal
Central Office			After	PRTCT		501,934			5,446,926			47,290,400			62,639,000			constraint.
US 30 Sinkhole Remediation 2025(C)			Before	PRTCT		5,980,000												
30/SK2	104807	CON	Adjust	PRTCT		1,521,000												Increase CON phase to cover low bid + inspection above estimate.
Chester			After	PRTCT		7,501,000												moposition above commute.
Bondsville Road Retaining Wall			Before	PRTCT		650,000												
4015/CBC	120062	PE	Adjust	PRTCT		250,000												Increase PE phase to match consultant price proposal.
Chester			After	PRTCT		900,000												prioc proposaii
Be	fore Tota	ls				\$8,902,934	\$0	\$0	\$5,446,926	\$0	\$0	\$47,290,400	\$0	\$0	\$62,639,000	\$0	\$0	Actions do not affect air quality
Adjus	stment To	otals		-		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		conformity.
A	fter Total	s				\$8,902,934	\$0	\$0	\$5,446,926	\$0	\$0	\$47,290,400	\$0	\$0	\$62,639,000	\$0	\$0	

# FISCAL CONSTRAINT CHART

FFY 2025-2028 TIP Highway/Bridge

Administrative Action Statewide & DVRI		206)		Fund	і Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
PROTECT Reserve			Before	PRTCT		501,934			5,446,926			47,290,400			62,639,000			Statewide PROTECT Reserve used as
/	118322	CON	Adjust	PRTCT		(133,164)												source of funds to maintain fiscal
Central Office			After	PRTCT		368,770			5,446,926			47,290,400			62,639,000			constraint.
US 30 Sinkhole Remediation 2025(C)			Before	PRTCT		7,501,000												
30/SK2	104807	CON	Adjust	PRTCT		133,164												Increase to cover low-bid.
Chester			After	PRTCT		7,634,164												1
Be	fore Tota	ls				\$8,002,934	\$0	\$0	\$5,446,926	\$0	\$0	\$47,290,400	\$0	\$0	\$62,639,000	\$0	\$0	Astiona do not offect air quality
Adju	stment To	otals				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
A	fter Total:	s	-			\$8,002,934	\$0	\$0	\$5,446,926	\$0	\$0	\$47,290,400	\$0	\$0	\$62,639,000	\$0	\$0	oc. non.n.y.

#### FISCAL CONSTRAINT CHART FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA Statewide & DVRPC T				Fund	Туре		FFY 2025			FFY 2026			FFY 2027			FFY 2028		Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Multimodal Reserve			Before		411		48,640,493			83,637,886			87,340,000			89,867,000		Multimodal Reserve line item used as
/	102893	CON	Adjust		411		(1,977,846)											source of funds to maintain fiscal
Central Office			After		411		46,662,647			83,637,886			87,340,000			89,867,000		constraint.
St. Paul's Church Rd over Macoby Creek R10			Before															Add PE phase as per MTF agreement.
7219/MTF	81895	PE	Adjust		411			222,193										Local funds are sourced from Capital
Montgomery			After		411			222,193										Fund.
St. Paul's Church Rd over Macoby Creek R10			Before															Add CON phase as per MTF
7219/MTF	81895	CON	Adjust		411		1,977,846	371,161										agreement. Local funds are sourced
Montgomery			After		411		1,977,846	371,161										from Capital Fund.
Before	Before Totals				\$0	\$48,640,493	\$0	\$0	\$83,637,886	\$0	\$0	\$87,340,000	\$0	\$0	\$89,867,000	\$0	Actions do not affect air quality	
	Adjustment Totals				\$0		\$593,354	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	conformity.	
After 1	After Totals					\$0	\$48,640,493	\$593,354	\$0	\$83,637,886	\$0	\$0	\$87,340,000	\$0	\$0	\$89,867,000	\$0	comemney.

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#### FISCAL CONSTRAINT CHART FFY 2025-2028 TIP Highway/Bridge

Amendment Statewide & DVRF		ïPs		Fund	Туре		FFY 2025			FFY 2026			FFY 2027		FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
NHPP Reserve			Before	sNHPP		14,890,124			8,849,000			750,000			55,000			
/	102466	CON	Adjust	sNHPP					(6,000,000)									Line Item used as funding source to maintain fiscal constraint.
Central Office			After	sNHPP		14,890,124			2,849,000			750,000			55,000			mantan noda constraint.
Cottman Ava: Castar Ava to US 1	nan Ave: Castor Ave to US 1		Before	sNHPP														
Collinair Ave. Castor Ave to 03 1			Before	TAU		4,119,559		3,950,000	80,441									Local funds are a combination of Philadelphia Water Dept for \$2.7M and
73/000	92100	CON - TOL	Adjust	sNHPP					6,000,000									Commerce by \$1.25M. 6M sNHPP and
73/000	02199	CON-TOL	Before	TAU														3.9 ASE (committed on MPMS 118100)
Philadelphia			After	sNHPP					6,000,000									fund contribution from Statewide section. EST Let date early 2026
Priliadelpriia			Before	TAU		4,119,559		3,950,000	80,441									2010 201 201 date daily 2020
I	Before To	otals				\$23,129,242	\$0	\$7,900,000	\$9,009,882	\$0	\$0	\$750,000	\$0	\$0	\$55,000	\$0	\$0	Actions do not affect air quality
Ad	justment	Totals			-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		conformity.
	After To	tals				\$14,890,124	\$0	\$0	\$8,849,000	\$0	\$0	\$750,000	\$0	\$0	\$55,000	\$0	\$0	comoning.

NOTES

Amendment (MA ID: 140168 D6-0 DVRPC TIP	3)			Fund	Туре	FF	Y 2025		FF	Y 2026		FF	Y 2027		FF'	Y 2028		Remarks
Project Title	MPMS	Phase		Fed	State		State	Loc/Oth	Federal	State	Loc/Oth		State	Loc/Oth		State	Loc/Oth	
PROTECT Reserve				PRTCT		5,525,000						56,825,900			62,639,000			PROTECT Reserve line item used as source of
/	118322	CON	Adjust	PRTCT		(5,525,000)												funds to maintain fiscal constraint.
Central Office			After	PRTCT								56,825,900			62,639,000			runus to maintain riscai constraint.
East High Street over Sprogels Run			Before															
4031/MSR	16651	PE	Adjust	PRTCT		280,000												Let Date: None given
Montgomery			After	PRTCT		280,000												
East High Street over Sprogels Run			Before															
4031/MSR	16651	CON	Adjust	PRTCT		2,600,000												Let Date: None given
Montgomery			After	PRTCT		2,600,000												
Districtwide MS4-SWM Improvements Group 2			Before															
/SWM	81915	PE	Adjust	PRTCT		185,000												Let Date: None given
Chester			After	PRTCT		185,000												
Districtwide MS4-SWM Improvements Group 2			Before															
/SWM	81915	CON	Adjust	PRTCT		1,060,000												Let Date: None given
Chester			After	PRTCT		1,060,000												
Districtwide SWM/MS4 Improvements Group 1			Before															
/SWM	57630	PE	Adjust	PRTCT		150,000												Let Date: None given
Bucks			After	PRTCT		150,000												
Districtwide SWM/MS4 Improvements Group 1			Before															
/SWM	57630	CON	Adjust	PRTCT		700,000												Let Date: None given
Bucks			After	PRTCT		700,000												
Structure Hardening Group 2025 (Scour)			Before															
212/SCR	61936	PE	Adjust	PRTCT		50,000												Let Date: None given
Bucks			After	PRTCT		50,000												
Structure Hardening Group 2025 (Scour)			Before															
212/SCR	61936	CON		PRTCT		500,000												Let Date: None given
Bucks			After	PRTCT		500,000												
Before Tota	Before Totals					\$5,525,000	\$0	\$0	\$0	\$0	\$0	\$56,825,900	\$0	\$0	\$62,639,000	\$0	\$0	
Adjustment To	Adjustment Totals					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
After Total	After Totals				\$5,525,000	\$0	\$0	\$0	\$0	\$0	\$56,825,900	\$0	\$0	\$62,639,000	\$0	\$0		

NOTES

# NJDOT Fiscal Constraint Charts (September 2025)

		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	3		
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(50.790)	19.732	143.928	112.870
	PROJECT NAME  DB# PHASE FUND  te 30, Gibbsboro Road 686)  BEFORE  DES HSIP  AFTER  te 30, Gibbsboro Road 686)  16319  DES STBGP-FLEX  AFTER				DIFICATIONS				
PROJECT NAME	PROJECT NAME DB# PHASE FUND CO					FFY 25	FFY 26	FFY 27	FFY 24-27
Route 30 Gibbshoro Road			BEFORE		0.000	0.000	0.000	0.000	0.000
(CR 686)	16319	DES	HSIP	Camden	0.000	2.500	0.000	0.000	2.500
			AFTER		0.000	2.500	0.000	143.928 FFY 27	2.500
Route 30 Gibbshoro Road			BEFORE		0.000	2.500	0.000	143.928  FFY 27  0.000  0.000  0.000  0.000  0.000  FFY 27	2.500
(CR 686)	16319	DES	STBGP-FLEX	Camden	0.000	(2.500)	0.000	0.000	(2.500)
			AFTER		0.000	0.000	0.000	0.000	0.000
Total					0.000	0.000	0.000	0.000	0.000
			FISCAL CONSTR	AINT BANK	AFTER MOD	DIFICATIONS			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(50.790)	19.732	143.928	112.870

		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	3		
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(50.790)	19.732	143.928	112.870
			PR	OJECT MOI	DIFICATIONS				
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Transportation Alternatives			BEFORE		0.000	0.000	0.000	0.000	0.000
Program	X107	ERC	TA-FLEX	Various	0.000	0.532	0.000	0.000	0.532
			AFTER		0.000	0.532	0.000	143.928 FFY 27 0.000	0.532
Route 73, Granite Avenue			BEFORE		0.000	2.500	0.000	143.928  FFY 27  0.000  0.000  0.000  0.000  0.000  FFY 27	2.500
to Route 41	18383	PE	HSIP-VRUS	Burlington	0.000	1.000	0.000	0.000	1.000
			AFTER		0.000	3.500	0.000	0.000	3.500
Total					0.000	1.532	0.000	0.000	1.532
			FISCAL CONSTR	AINT BANK	AFTER MOI	DIFICATIONS			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(52.322)	19.732	143.928	111.338

		F	ISCAL CONSTRA	AINT BANK	BEFORE MO	DIFICATIONS	8		
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(52.322)	19.732	143.928	111.338
	PROJECT MODIFICATIONS  IAME DB# PHASE FUND COUNTY FFY 24 FFY 25 FFY 26 FFY 27 FF  tract 4    DB# DB# DB# DB# DB# DB# DB# DB# DB# DB#								
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
ADA South, Contract 4			BEFORE		0.000	10.845	0.000	0.000	10.845
	15423	CON	STBGP-FLEX	Camden	0.000	5.000	0.000	0.000	5.000
			AFTER		0.000	15.845	0.000	0.000	15.845
Total					0.000	5.000	0.000	0.000	5.000
			FISCAL CONSTR	AINT BANK	AFTER MOI	DIFICATIONS			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					0.000	(57.322)	19.732	143.928	106.338

<sup>...</sup> the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)

		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	3			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					2.218	(7.618)	0.400	26 FFY 27 FFY 00 0.000 12 00 0.000 5. 00 0.000 5. 00 0.000 (5. 00 0.000 0. 00 0.000 0.		
			PRO	OJECT MOD	DIFICATIONS					
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
Planning and Research,			BEFORE		0.000	12.000	0.000	0.000	12.000	
Federal-Aid	X30	PLS	STBGP-FLEX	Various	0.000	5.000	0.000	0.000	5.000	
			AFTER		0.000	17.000	0.000	0.000	17.000	
Releases From Prior Year			BEFORE		0.000	5.000	0.000	5.000 FFY 27 0.000 0.000 0.000 0.000 0.000 0.000	5.000	
Unobligated Balances	N/A	ERC	VAR FEDERAL-F	Various	0.000	(5.000)	0.000	0.000	(5.000)	
			AFTER		0.000	0.000	0.000	0.000	0.000	
Total					0.000     12.000     0.000       0.000     5.000     0.000       0.000     17.000     0.000       0.000     5.000     0.000       0.000     (5.000)     0.000		0.000	0.000		
			FISCAL CONSTR	AINT BANK	AFTER MOD	DIFICATIONS				
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000	

		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	3		
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000
	ge Deck/Superstructure acement Program  03304  BEFORE  ERC STBGP-FLEX  AFTER  BEFORE  BEFORE								
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Bridge Deck/Superstructure			BEFORE		0.000	25.000	0.000	0.000	25.000
Replacement Program	03304	ERC	STBGP-FLEX	Various	0.000	(4.454)	0.000	0.000	(4.454)
			AFTER		0.000	20.546	0.000	5.000 FFY 27 0.000	20.546
Bridge Deck/Superstructure			BEFORE		0.000	0.000	0.000	5.000  FFY 27  0.000  0.000  0.000  0.000  0.000  FFY 27	0.000
Replacement Program	03304	ERC	STBGP-NY/NWK	Various	0.000	4.454	0.000	0.000	4.454
			AFTER		0.000	4.454	0.000	0.000	4.454
Total					0.000	0.000	0.000	0.000	0.000
			FISCAL CONSTR	AINT BANK	AFTER MOD	DIFICATIONS			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000

		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	3		
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000
	BEFORE  X201 ERC NHPP  AFTER  BEFORE  BEFORE								
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Guiderail Upgrade			BEFORE		0.000	8.000	0.000	0.000	8.000
Canadian Opgitud	X201	ERC	NHPP	Various	0.000	(2.847)	0.000	0.000	(2.847)
			AFTER		0.000	5.153	0.000	0.000	5.153
Guiderail Upgrade			BEFORE		0.000	0.000	0.000	5.000 FFY 27 0.000 0.000	0.000
Caracian opgrado	X201	ERC	STBGP-NY/NWK	Various	0.000	2.847	0.000	0.000	2.847
			AFTER		0.000	2.847	0.000	0.000	2.847
Total					0.000	0.000	0.000	0.000	0.000
			FISCAL CONSTR	AINT BANK	AFTER MOI	DIFICATIONS			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000

		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	3			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000	
			PR	OJECT MOI	DIFICATIONS					
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
Guiderail Upgrade			BEFORE		0.000	5.153	0.000	0.000	5.153	
Guidoran Opgrado	X201	ERC	NHPP	Various	0.000	(0.481)	0.000	0.000	(0.481)	
			AFTER		0.000	4.672	0.000	0.000	4.672	
Guiderail Upgrade			BEFORE		0.000	0.000	0.000	0.000	0.000	
Canasian Opgiano	X201	ERC	STBGP-FLEX	Various	0.000	2.342	0.000	0.000	2.342	
			AFTER		0.000	2.342	0.000	0.000	2.342	
Releases From Prior Year			BEFORE		0.000	1.861	0.000	0.000	1.861	
Unobligated Balances	N/A	ERC	VAR FEDERAL-F	Various	0.000	(1.861)	0.000	0.000	(1.861)	
			AFTER		0.000	0.000	0.000	0.000	0.000	
Total				DERAL-F Various 0.000 (1.861) 0.000 0.000 (1.861)						
			FISCAL CONSTR	AINT BANK	AFTER MOD	DIFICATIONS				
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					2.218	(7.618)	0.000     0.000     (0.48       0.000     0.000     4.67       0.000     0.000     0.000       0.000     0.000     2.34       0.000     0.000     2.34       0.000     0.000     1.86       0.000     0.000     (1.86       0.000     0.000     0.000       0.000     0.000     0.000			

<sup>...</sup> the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)

		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	3		
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000
			PRO	OJECT MOD	DIFICATIONS				
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Planning and Research,			BEFORE		0.000	17.000	0.000	0.000	17.000
Federal-Aid	X30	PLS	STBGP-FLEX	Various	0.000	5.000	0.000	0.000	5.000
			AFTER		0.000	22.000	0.000	0.000	22.000
Releases From Prior Year			BEFORE		0.000	5.000	0.000	5.000 FFY 27 0.000 0.000	5.000
Unobligated Balances	N/A	PLS	VAR FEDERAL-F	Various	0.000	(5.000)	0.000	0.000	(5.000)
			AFTER		0.000	0.000	0.000	0.000	0.000
Total					0.000	0.000	0.000	0.000	0.000
			FISCAL CONSTR	AINT BANK	AFTER MOD	DIFICATIONS			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000

		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	3			
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					2.218	(7.618)         0.400         5.000         0.000           FFY 25         FFY 26         FFY 27         FFY 24           1.000         0.000         0.000         1.000           (1.000)         0.000         0.000         (1.000           0.000         0.000         0.000         0.000           1.000         0.000         0.000         1.000           1.000         0.000         0.000         1.000           0.000         0.000         0.000         0.000				
			PRO	OJECT MOI	DIFICATIONS					
PROJECT NAME	DB#	PHASE	FUND	COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
PROTECT			BEFORE		0.000	1.000	0.000	0.000	1.000	
1.1.0.201	22353	PLS	PFP	Various	0.000	(1.000)	0.000	0.000	(1.000)	
			AFTER		0.000	0.000	0.000	0.000	0.000	
Planning and Research,			BEFORE		0.000	0.000	0.000	0.000	0.000	
Federal-Aid	X30	PLS	PFP	Various	0.000	1.000	0.000	0.000	1.000	
			AFTER		0.000	1.000	0.000	0.000	1.000	
Total					0.000	0.000	0.000	0.000	0.000	
			FISCAL CONSTR	AINT BANK	AFTER MOD	DIFICATIONS				
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27	
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000	

		F	ISCAL CONSTRA	INT BANK	BEFORE MO	DIFICATIONS	3		
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000
PROJECT MODIFICATIONS									
PROJECT NAME	DB# PHASE FUND COUNTY			COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Bridge Deck/Superstructure			BEFORE		0.000	20.546	0.000	0.000	20.546
Replacement Program	03304	ERC	STBGP-FLEX	Various	0.000	5.000	0.000	0.000	5.000
			AFTER		0.000	25.546	0.000	0.000	25.546
Releases From Prior Year			BEFORE		0.000	5.000	0.000	0.000	5.000
Unobligated Balances	N/A	ERC	VAR FEDERAL-F	Various	0.000	(5.000)	0.000	0.000	(5.000)
			AFTER		0.000	0.000	0.000	0.000	0.000
Total					0.000	0.000	0.000	0.000	0.000
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS									
FUNDING SOURCE FUNDING CATEGORY					FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000

	FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS								
FUNDING SOURCE			ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
		. 0.112							
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000
			PRO	OJECT MOI	DIFICATIONS				
PROJECT NAME	DB#	DB# PHASE FUND COUNTY			FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Resurfacing, Federal		BEFORE			0.000	5.000	0.000	0.000	5.000
, recommendation of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of t	99327A	ERC	NHPP	Various	0.000	(0.235)	0.000	0.000	(0.235)
			AFTER		0.000	4.765	0.000	0.000	4.765
Resurfacing, Federal			BEFORE		0.000	0.000	0.000	0.000	0.000
, recommendation of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of t	99327A	ERC	STBGP-L5K	Various	0.000	0.235	0.000	0.000	0.235
			AFTER		0.000	0.235	0.000	0.000	0.235
Total	Total					0.000	0.000	0.000	0.000
	FISCAL CONSTRAINT BANK AFTER MODIFICATIONS								
FUNDING SOURCE	FUNDING CATEGORY				FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000

FISCAL CONSTRAINT BANK BEFORE MODIFICATIONS									
			ISCAL CONSTRA	INI BANK	BEFORE MO	DIFICATIONS	5		
FUNDING SOURCE		FUND	ING CATEGORY		FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000
			PRO	OJECT MOD	DIFICATIONS				
PROJECT NAME	DB# PHASE FUND COUNTY			COUNTY	FFY 24	FFY 25	FFY 26	FFY 27	FFY 24-27
Guiderail Upgrade			BEFORE		0.000	4.672	0.000	0.000	4.672
	X201	ERC	NHPP	Various	0.000	5.000	0.000	0.000	5.000
			AFTER		0.000	9.672	0.000	0.000	9.672
Releases From Prior Year		BEFORE			0.000	5.000	0.000	0.000	5.000
Unobligated Balances	N/A	ERC	VAR FEDERAL-F	Various	0.000	(5.000)	0.000	0.000	(5.000)
			AFTER		0.000	0.000	0.000	0.000	0.000
Total		0.000	0.000	0.000	0.000	0.000			
FISCAL CONSTRAINT BANK AFTER MODIFICATIONS									
FUNDING SOURCE	FUNDING SOURCE FUNDING CATEGORY					FFY 25	FFY 26	FFY 27	FFY 24-27
NET- FEDERAL					2.218	(7.618)	0.400	5.000	0.000

## NJ TRANSIT Fiscal Constraint Charts (September 2025)

#### **DVRPC FY2024 TIP for New Jersey**

#### **Fiscal Constraint Chart**

#### DVRPC Regional Transit (DRPA) Program (in Millions)

#### NJ TRANSIT Fiscal Constraint Chart #4

\* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the approp

						Four Yea	rs of the TIP (F	Y24–27)										
Project Title/ Program/ County	DB#	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total	10-Yr Total	Remarks
			Before	SECT 5337	0.000	11.733	3.728	3.728	19.189	3.728	3.728	3.728	3.728	3.728	3.728	22.368	41.557	
Rail Rolling Stock Procurement			Adjust	SECT 5337	0.000	-5.416			-5.416							0.000	-5.416	Administrative action NJ24-122 will modify the TIP by removing \$5.416 M SECT 5337
NJ TRANSIT Various	T112	CAP	After	SECT 5337	0.000	6.317	3.728	3.728	13.773	3.728	3.728	3.728	3.728	3.728	3.728	22.368	36.141	from the FY25 CAP Phase from \$11.733 M SECT 5337 to \$6.317 M SECT 5337.
			Before	SECT 5337	6.698	18.925	12.710	15.254	53.587	15.639	16.033	16.434	16.843	17.260	17.686	99.895		
			Adjust	SECT 5337	0.000	1.845			1.845							0.000	1.845	
			After	SECT 5337	6.698	20.770	12.710	15.254	55.432	15.639	16.033	16.434	16.843	17.260	17.686	99.895	155.327	
			Before	SECT 5307	11.591	7.991	5.970	5.970	31.522	5.970	5.970	5.970	5.970	5.970	5.970	35.820	67.342	Administrative action NJ24-122 will modify the TIP by adding \$5.416 M
Preventive Maintenance-Rail			Adjust	SECT 5307	0.000	3.571			3.571							0.000		(\$1.845 M SECT 5337/\$3.571 M SECT 5307) to the FY25 CAP Phase from \$18.925 M SECT 5337 to \$20.77 M
NJ TRANSIT Various	T39	CAP	After	SECT 5307	11.591	11.562	5.970	5.970	35.093	5.970	5.970	5.970	5.970	5.970	5.970	35.820	70.913	SECT 5337 and from \$7.991 M SECT <b>5307</b> to \$11.562 M SECT
	Grand Total (Before)			0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
	Grand Total (Adjust)				0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Financial Constraint is
	Grand Total (After)				0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		Maintained.

## DVRPC FY2024 TIP for New Jersey (FY24-FY27) Fiscal Constraint Chart #36 (in Millions) DVRPC Highway (Local)

<sup>\*</sup> Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the appropriate line item.

						Four Yea	ars of the	e TIP (FY	24–27)			Out Ye	ars (FY2	8–33)			10-Yr		
Project Title/Local/Sponsor	DB#	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total	Total	Remarks	
Burlington County Bus Purchase			Before	CR-PHILA	0.000	0.388	0.000	0.000	0.388	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.388		
Local	D1510	EC	Adjust	CR-PHILA	0.000	(0.388)	0.000	0.000	(0.388)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.388)	Administrative action NJ24-130 will modify the TIP by removing \$0.388 M CR-PHILA funding in FFY25 and flexing this amount to NJ TRANSIT's Small/Special Services Program (DB #T120) as CMAQ 5307 funds.	
Burlington County			After	CR-PHILA	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Camden County Bus Purchase			Before	CR-PHILA	0.000	0.863	0.000	0.000	0.863	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.863		
Local	D0601	EC	Adjust	CR-PHILA	0.000	(0.863)	0.000	0.000	(0.863)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.863)	Administrative action NJ24-130 will modify the TIP by removing \$0.863 M CR-PHILA funding in FFY25 and flexing this amount to NJ TRANSIT'S Small/Special Services Program (DB #T120) as CMAQ 5307 funds.	
Camden County			After	CR-PHILA	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(DB #1120) as CIVIAQ 3507 IUIIUS.	
Gloucester County Bus Purchase			Before	CMAQ	0.000	0.159	0.162	0.000	0.321	0.162	0.000	0.162	0.000	0.162	0.000	0.486	0.807	Administrative action NJ24-130 will modify the TIP by removing \$0.159 M CMAQ fundi	
Local	D9807	CON	Adjust	CMAQ	0.000	(0.159)	0.000	0.000	(0.159)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.159)	in FFY25 and flexing this amount to NJ TRANSIT's Section 5310 Program (DB #T150) as CMAQ 5310 funds.	
Gloucester County			After	CMAQ	0.000	0.000	0.162	0.000	0.162	0.162	0.000	0.162	0.000	0.162	0.000	0.486	0.648		
Small/Special Services Program			Before	CR-PHILA 5307	0.000	0.000	0.000	0.000	0.000	0.162	0.000	0.162	0.000	0.162	0.000	0.486	0.486	Administrative action NJ24-130 will modify the TIP by increasing the FFY25 EC phase by 151.252 M CR-PHILA 5307 funds using the flexing of funds from DB #s D1510 & D0601.	
Various	T120	EC	Adjust	CR-PHILA 5307	0.000	1.252	0.000	0.000	1.252	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.252	There is rounding between eSTIP and the DVRPC database in regards to the \$0.001 M	
NJ TRANSIT			After	CR-PHILA 5307	0.000	1.252	0.000	0.000	1.252	0.162	0.000	0.162	0.000	0.162	0.000	0.486	1.738	funding difference.	
Section 5310 Program			Before	CMAQ 5310	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Administrative action NJ24-130 will modify the TIP by adding \$0.16 M CMAQ 5310	
Various	T150	CAP	Adjust	CMAQ 5310	0.000	0.160	0.000	0.000	0.160	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.160	funds to the FFY25 EC phase using the flexing of funds from DB #s D9807. There is rounding between eSTIP and the DVRPC database in regards to the \$0.001 M funding	
NJ TRANSIT			After	CMAQ 5310	0.000	0.160	0.000	0.000	0.160	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.160	difference.	
	Total Before 0.000						0.162	0.000	1.572	0.324	0.000	0.324	0.000	0.324	0.000	0.972	2.544		
	Total Adjust 0.000				0.00	0.002	0.000	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.002	Fiscal Constraint is maintained.	
	Total After 0.000					1.412	0.162	0.000	1.574	0.324	0.000	0.324	0.000	0.324	0.000	0.000	0.000		

<sup>1. ...</sup> the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)

<sup>2.</sup> Apportioned Program Funding Types that are Eligible for Transferability Under Section 126 of Title 23, United States Code are NHPP, STPBG (Formerly STP), HSIP, CMAQ, NHFP, and TAP. In other words, up to half of their programmed amounts in the TIP are transferable to another Federal funding type. STBG suballocated funds distributed by population are not transferable to other apportioned programs. Source: https://www.fhwa.dot.gov/cfo/transferability\_qa.cfm

## DVRPC Local Fiscal Constraint Charts (September 2025)

#### DVRPC FY2024 TIP for New Jersey (FY24-FY27)

#### Fiscal Constraint Chart #31

#### **DVRPC Local Highway Program (in Millions)**

\* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the appropriate line item.

Informational and Formal TIP Actions	mational and Formal TIP Actions					t Four Ye	ars of the	TIP (FY2	4–27)	Out Years (FY28–33)			Remarks					
Project Title/Local/Sponsor	DB#	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total	Total	Remarks
			Before	STBGP-TRENTON	2.450	-1.653	0.000	0.000	0.797	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.797	
DVRPC, Future Projects Local			Adjust	STBGP-TRENTON	0.000	2.011		0.000	2.011	0.000	0.000	0.000	0.000	0.000	0.000	0.000		Administrative action to modify the TIP by increasing the FY25 ERC
Various	D026	ERC	After	STBGP-TRENTON	2.450	0.358	0.000	0.000	2.808	0.000	0.000	0.000	0.000	0.000	0.000	0.000		Phase by \$2.11 M STBGP-TRENTON from -\$1.653 M STBGP- TRENTON to \$0.358 M STBGP-TRENTON.
			Before	STBGP-TRENTON	0.000	4.006	4.458	1.711	10.175	1.289	3.801	0.000	0.000	0.000	0.000	5.090	15.265	
Route 206, South Broad Street Bridge over Assunpink Creek Local			Adjust	STBGP-TRENTON	0.000	-4.006		0.000	-4.006	0.000	0.000	0.000				0.000	(4.006)	Administrative action to modify the TIP by removing \$4.006 M STBGP-TRENTON funding in the FY25 CON Phase. This project has
Mercer	L064	CON	After	STBGP-TRENTON	0.000	0.000	4.458	1.711	6.169	1.289	3.801	0.000	0.000	0.000	0.000	5.090	11.259	been delayed to FFY26 and is fully funded on the FFY2026 Draft TIP.
Fig. 1. The state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state			Before	STBGP-TRENTON	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	English the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state
Extension of the Union Transportation Trail (Section #2) Local			Adjust	STBGP-TRENTON	0.000	1.995		0.000	1.995	0.000	0.000	0.000				0.000	1.995	Formal action to amend the TIP by adding the Extension of the Union Transportation Trail Section #2 (DB #TBD1) project into the TIP for CON in FY25 in the amount of \$1.995 M STBGP-TRENTON
Mercer	D2506	CON	After	STBGP-TRENTON	0.000	1.995	0.000	0.000	1.995	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.995	funding.
Total Before					2.450	2.353	4.458	1.711	10.972	0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.972	
	Total Adjust					0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Fiscal Constraint is maintained.
Total After					2.450	2.353	4.458	1.711	10.972	0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.972	

<sup>1. ...</sup> the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)

<sup>2.</sup> Apportioned Program Funding Types that are Eligible for Transferability Under Section 126 of Title 23, United States Code are NHPP, STBGP (Formerly STP), HSIP, CMAQ, NHFP, and TAP. In other words, up to half of their programmed amounts in the TIP are transferable to another Federal funding type. STBGP suballocated funds distributed by population are not transferable to other apportioned programs. Source: https://www.fhwa.dot.gov/cfo/transferability\_qa.cfm

## Index of Frequently Used Transportation Acronyms, Codes, and Terminology in the TIP Actions Packet

#### Index of Transportation Acronyms, Codes, and Terminology

PROJE	CT PHASES OF WORK	
Acronym	Definition	Description
**CAP	Capital Acquisition	Used to denote the acquisition of rolling stock by NJ TRANSIT.
*CAP	Capital Asset Construction	Involves construction of buildings, structures, equipment, or intellectual property.
**CD	Concept Development	Involves traffic studies, needs analyses, corridor studies, and other preparatory work for New Jersey project development.
CON	Construction	Involves the actual building of a project.
*DES	Final Design	Consists of taking a recommended solution and scope of work defined in the preliminary design phase and developing a final design, including right-of-way and construction plans.
DS	Debt Service	Involves scheduled payments due for principal and interest on bonds for transit operator.
EC	Engineering/Construction	Funding can be used for both design and/or construction costs.
ER	Engineering/Right-of-Way	Funding can be used for both design and/or right-of-way costs.
ERC	Engineering/Right-of- Way/Construction	Funding can be used for design, right-of-way, and/or construction costs.
FD	Final Design	The refinement of the Initial Preferred Alternative (IPA) based upon environmental studies, community input and the needs of the traveling public.
**LPD	Local Preliminary Design	Preliminary design done by a local entity (local government, municipality) for New Jersey transportation projects.
ОР	Operations Phase	Funding can be used for any activity required for the operation of a transit system.
**PD	Preliminary Design	The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative for New Jersey transportation projects.

No asterisk means acronym applies to both PA and NJ TIPs.

S – Denotes State Funding

\*Acronym applies to the Pennsylvania (PA) TIP only.

L - Denotes Local Funding

PROJECT PHASES	OF WORK (	Continued)
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I KOOLO	tobe of the fire (continued)											
Acronym	Definition	Description										
PE	Preliminary Engineering	The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative for Pennsylvania transportation projects.										
PLS	Planning Study	Involves traffic studies, needs analyses, corridor studies, and other work preparatory to project development.										
*PRD	Project Development	Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.										
**PR	Project Development	Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.										
*PUR	Purchase of Equipment	Involves the purchasing of equipment for Pennsylvania transportation projects.										
ROW	Right-of-Way Acquisition	Involves purchasing the land needed to build a project.										
**SWI	Statewide Investment	Used to describe a series of coordinated smaller-scale projects in multiple locations, and in multiple phases work, that address a specific mobility issue										
UTL	Utilities	Utility relocation work associated with a project.										

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Н	HIGHWAY PROJECT FUNDING SOURCES									
	Acronym	Definition	Description							
S	*A-073	Appropriation 073	State funding provided for Green Light-Go projects. Funds are appropriated out of the Motor License Fund and provided in a form of grants to municipalities for the operation and maintenance of traffic signals along critical and designated corridors on state highways and requires a municipal or private match of not less than 50% of the amount of funds to be provided. See Act 89 of 2013: Title 75, Section 9511(e.1).							
S	*183/H-STATE	Appropriation 183	State funding which can be applied to local bridge projects.							
S	*185/H-STATE	Appropriation 185	State funding which can be applied to state bridge projects.							
S	*581/H-STATE	Appropriation 581	State funding which can be applied to highway projects on the state highway system.							
S	*582/H-STATE	Appropriation 582	State funding which can be applied to the operations of various maintenance activities such as resurfacing projects maintenance personnel, and other maintenance operations							
S	*916	Act 44	State funding to be used for the preservation and restoration of roadways and structurally deficient bridges as well as operations and maintenance of the system.							
S	*ACT13	Act 13 of 2012	State funding from the Marcellus Shale Impact Fee to fund the cost of replacement or repair of locally owned (county or municipal) at-risk deteriorated bridges.							
S	*BND	Bond Funds	State funding made available from the sale of state bonds and is applied to resurfacing projects, structurally deficient bridge projects, safety and capacity management projects.							
F	**BFP-OS- BRDG	Bridge Formula Program Off System Bridge	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads. This funding is used for bridges that are off the federal-aid system.							
F	BFP	Bridge Formula Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads.							
F	BRIDGE	Federal Bridge Program	Provides funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete. This program is merged into NHPP in MAP-21.							
F	**BRIDGE-OFF	J	Provides funding for the rehabilitation or replacement of bridges that are off the federal-aid system and are defined as structurally deficient and/or functionally obsolete. This program is merged into NHPP in MAP-21.							

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Н	IGHWAY PROJ	JECT FUNDING SOUI	RCES (Continued)
	Acronym	Definition	Description
F	CR	Carbon Reduction Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for projects to reduce transportation emissions or the development of carbon reduction strategies.
F	CRRSAA	Coronavirus Response and Recovery Supplemental Appropriations Act	This federal-aid funding category was established under the The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) and appropriated funds by geographic regions.
F	DEMO	Demonstration Funds	Federal transportation acts sometimes target specific projects in various states in addition to general programs for federal support. This funding category includes "demonstration" funding provided under Transportation Equity Act for the 21st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Projects with "demonstration", or "high priority project", funding often have special rules of use.
F	EB	Equity Bonus Program	Provides federal funding to states based on equity considerations. This program is discontinued in MAP-21.
F	ER	Emergency Relief Program	Provides federal funding for emergency and permanent repairs on Federal-aid highways and roads on Federal lands that have suffered serious damage as a result of a natural or man-made disaster.
s	*ECON	Economic Development	Special bond funding from the State Department of Economic Development. This fund type is now known as Transportation Infrastructure Investment (TIFF).
F	*ECON-R	American Recovery and Reinvestment Act Funds	Provides American Recovery and Reinvestment Act funding to State projects for restoration, repair, construction and other activities under the Surface Transportation Program.
F	*eSTP	Economic Development Surface Transportation Program Funds	A portion of Pennsylvania's funds are reserved each year for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation.
F	FERRY	Federal Ferry Funds	Provides funding for the rehabilitation and/or development of ferry facilities throughout the State. FERRY is replaced by FBP in MAP-21.

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E	HIGHWAY PROJECT FUNDING SOURCES (Continued)										
	Acronym	Definition	Description								
F	**NEVFP	National Electric Vehicle Formula Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.								
F	**PFP	PROTECT Formula Program	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) was established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.								
F	STBGPP (formerly STP)	Surface Transportation Block Grant Program (formerly Surface Transportation Program)	Provides funding previously made available under various smaller federal-aid categories as well as broad, flexible components, such as safety and projects under the new Transportation Alternatives program (TAP). For the first time, truck parking and surface transportation infrastructure improvements at port terminals became eligible under MAP-21. STP remained the core federal highway program and with the broadest eligibility criteria in MAP-21. New eligible project categories added, while existing eligibilities are maintained under the FAST Act.								
F	**STBGP-OS- BRDG	Surface Transportation Block Grant Program Off System Bridges	This federal-aid funding category provides funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions. This funding is used for bridges that are off the federal-aid system.								
F	STP-STU	Surface Transportation Program-Urban Allocation	Urban allocation of flexible federal funding that may be used by states and localities for projects on any Federal Aid highway, including the NHS and bridge projects on any road. Funds are typically used on highway projects, but can be used for transit capital projects and intracity and intercity bus terminals and facilities.								
F	STP-TE	Surface Transportation Program-Transportation Enhancement Program	Provides funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers. STP-TE was incorporated into the Transportation Alternatives Program (TAP) in MAP-21.								

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H	HIGHWAY PROJECT FUNDING SOURCES (Continued)			
	Acronym	Definition	Description	
F	STP Set-Aside (formerly TAP	Surface Transportation Program Set-Aside (formerly Transportation Alternatives Program)	Provides set-aside federal funding for programs combined from the previous authorization, SAFETEA-LU, which are: Transportation Enhancements, Recreational Trails, and the federal-aid Safe Routes to School (SRTS). TAP funds may be transferred to NHPP, STP, HSIP, CMAQ or PL, or to the Federal Transit Administration for TAP-eligible projects. Under FAST Act, program's core elements and existing eligibilities are maintained. However, funds will no longer be a takedown of core programs. MPOs with over 200,000 populations may flex (transfer) half of funds for any STP-eligible project, but MPOs must distribute funds "in consultation with the relevant state."	
F	SXF	Special Federal Earmarks	Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.	
S	*TIFF	Transportation Infrastructure Investment Fund	Formerly Economic Development, \$25 million state funds are reserved each year for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation.	
F	TIGER or CTDG	Competitive Transportation Investment Generating Economic Recovery Discretionary Grants	Special federal economic recovery funding used to spur a national competition for innovative, multi-modal and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation.	
s	**TTF	Transportation Trust Fund	Provides funding from the New Jersey Transportation Trust Fund.	
S	*411/MTF	State Appropriations 411/Multimodal Transportation Fund	Competitive statewide program established by Act 89 of 2013 to provide grants to ensure that a safe and reliable system of transportation is available for the residents of the Commonwealth of Pennsylvania.	

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## TRANSIT PROJECT FUNDING SOURCES

	Acronym	Definition	Description
S	**CASINO REVENUE	Casino Revenue	Provides state transit funding from the annual allocation of the 7.5 percent of the Casino Tax Fund appropriated for transportation services for senior and disabled persons.
S	*CB/ T-Bond	Capital Bonds	State funding used to match federal grants and support State funded initiatives.
F	**COPS	State Certificates of Participation	Federal funding freed up on existing COPS Notes substituting insurance policy for a cash reserve fund to guarantee payment to the note holders.
F	DRPA	Delaware River Port Authority	Delaware River Port Authority funds.
F	FTA FERRY	Federal Ferry Funds-FTA	Provides funding for the rehabilitation and/or development of ferry facilities throughout the state. It is discontinued in MAP-21.
F	HPP10	High Priority Projects	Special funding from congressional earmark provided under SAFETEA-LU.
F	HPP20	High Priority Projects	Special funding from congressional earmark provided under SAFETEA-LU.
F	JARC	Job Access and Reverse Commute Program	Provides funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements. MAP-21 has repealed this program, but transit agencies can choose to use their formula funds from Section 5307 (Urbanized Area Formula Grants) and Section 5311 (Non-urbanized Area Formula Program) to continue funding JARC projects.

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### TRANSIT PROJECT FUNDING SOURCES (Continued)

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	Acronym	Definition	Description	
F	NEW FREEDOM	FTA 5317 Formula Program	Provides funding for projects that improve public transportation services, and alternatives to public transportation, for people with disabilities beyond those required by the Americans with Disabilities Act of 1990. It has been merged with MAP-21's Section 5310 FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program.	
s	*SEC 1514	Act 44 - Asset Improvement Program	State Act 44 funding that is distributed to transit agencies based on their demonstrated need. Funding can be used for debt service payments, asset improvement projects, and acquisition of new assets.	
s	*SEC 1515	Act 44 - New Initiatives Program	State Act 44 funding that is used to provide the framework to advance new or expansion of existing fixed guideway projects.	
S	*SEC 1516	Act 44 - Programs of Statewide Significance	State Act 44 funding that fund programs such as Persons With Disabilities, Welfare to Work, Job Access and Reverse Commute, intercity passenger rail and bus services, community transportation capital and service stabilization.	
S	*SEC 1517	Act 44 - Capital Improvement Program	State Act 44 funding that is distributed on a formula based on the number of passengers carried so that transit agencies will have a steady reliable stream of capital funding.	
F	SEC 5303, 5304, & 5305	FTA Metropolitan & Statewide and Nonmetropolitan Transportation Planning	Provides funding and procedural requirements for the state and MPOs to develop transportation plans and programs; plan, design and evaluate a public transportation project; and conduct technical studies related to public transportation.	
F	SEC 5307	FTA Urbanized Area Formula Grants Program	Federal Transit Administration Urbanized Area Formula Program provides funding for capital, planning, and JARC-eligible activities as well as discretionary passenger ferry grants. Systems with 100 or fewer buses in urbanized areas over 200,000 became eligible to receive funding for operating expenses in MAP-21, but Section 5307 funds can no longer transfer to highway programs.	
F	SEC 5309	FTA Capital Assistance Program/ FTA Fixed Guideway Capital Investments Grants/ "New Starts"	Federal Transit Administration Capital Investment Program funding that provides for transit capital projects that meet specific criteria either by earmarks (5309D - 5309 Discretionary/5309B – 5309 Bus) or by apportionment under a formula that only includes New Starts in MAP-21. Fixed Guideway Modernization and Bus and Bus Facilities programs, which were previously funded by SEC 5309, are now funded in MAP-21's Sec. 5337 (State of Good Repair Program) and Sec. 5339 (Bus and Bus Facilities Program).	

## TRANSIT PROJECT FUNDING SOURCES (Continued)

	Acronym	Definition	Description
F	SEC 5309D	FTA funds	Federal Congressional earmarks to projects.
		Elderly and Persons with Disabilities Program	Provides funding for the purchase of small buses or van-type vehicles with lifts for private or nonprofit agencies that serve the elderly and persons with disabilities.
F	SEC 5310	Enhanced Mobility of Seniors and Individuals with Disabilities Program	Provides funding for two programs merged from the previous authorization in MAP-21: NEW FREEDOM Sec. 5317 and previous authorization's Section 5310 Elderly and Persons with Disabilities Program.
F	SEC 5311	Non-urbanized (Rural) Area Formula Program	Provides funding for rural public transportation programs in areas with a population fewer than 50,000 according to the Census, including JARC-eligible activities from previous authorizations and in MAP-21.
F	SEC 5312	FTA Discretionary Public Transportation Innovation	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers. Under MAP-21 this fund source contain the Low or No Emission Vehicle Deployment program.
F	SEC 5318	FTA Bus Test Facility	Provides funding for a bus testing facility to ensure new models offered for purchase will meet performance standards.
F	SEC 5324	Public Transportation Emergency Relief Program	Provides funding for capital and operating expenses to protect, repair, replace, or reconstruct equipment and facilities in danger of failing or have suffered serious damage as a result of a natural or man-made disaster that are not reimbursed by the Federal Emergency Management Agency (FEMA).
F	SEC 5326	FTA Transit Asset Management	Provides transit asset management and reporting requirements across FTA's grant programs to promote accountability.

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### TRANSIT PROJECT FUNDING SOURCES

	Acronym	Definition	Description
F	SEC 5337	State of Good Repair Program	Provides dedicated formula-based funding for the replacement and rehabilitation of fixed guideway system and high-intensity motor-bus systems that use high-occupancy vehicles (HOV) lanes, including bus rapid transit (BRT), rail, and passenger ferries in order to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan.
F	SEC 5339	Bus and Bus Facilities Program	Provides formula-based funding based on population, vehicle revenue miles, and passenger miles to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities with a 20 percent local match requirement. This replaces the previous authorization's Section 5309 Bus and Bus Facilities program.
F	SEC 5340	FTA 5340 Formula Program	Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs in MAP-21 (Sec 5307 and 5311) as in previous authorizations.
F	SEC 5340-G	Growing States and High Density States Programs	Half of these funds are apportioned based on specific 15 year population forecasts and half are apportioned to urbanized areas within seven states identified in SAFETEA-LU, including New Jersey.
S	STATE	State Transportation Funds	Provides funding from New Jersey Transportation Trust Fund or the Pennsylvania State Motor License Fund.

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY		
Acronym	<b>Definition</b>	
Advance Construction	Allows a State to initiate a project using non-federal funds while preserving eligibility for future Federal-aid funds. After an advance construction project is authorized, the State may convert the project to regular Federal- aid funding provided Federal funds are made available for the project	
Allocation	An administrative distribution of funds for programs that do not have statutory distribution formulas.	
AQ Code	Air Quality Code	
ARRA	American Recovery and Reinvestment Act of 2009	
AUC	Accrued Unbilled Costs - Costs on a project that have been accrued, usually during construction, but have not yet been programmed nor paid	
CMP	Congestion Management Process	
Contract Authority	A form of budget authority that permits obligations to be made in advance of appropriations.	
CR	County Road	
DB# or DBNUM	NJDOT Database or Project Number	
DOT	Department of Transportation	
DRPA/PATCO	Delaware River Port Authority/ Port Authority Transit Corporation	
FAST	Fixing America's Surface Transportation Act (signed into law by President Obama on Dec. 4, 2015)	
FHWA	Federal Highway Administration	
Fiscal Constraint	A demonstration of sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.	
FTA	Federal Transit Administration	
FY	Fiscal Year	
Illustrative Projects	Additional projects that would be included in the adopted transportation improvement program if reasonable additional resources beyond those identified in the financial plan were available.	
ITS	Intelligent Transportation Systems	
MAP-21	Moving Ahead for Progress in the 21st Century (P.L. 112-141)	

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY (Continued)		
Acronym	<b>Definition</b>	
IIJA/BIL	On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) into law. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.	
MPMS	Multi-Modal Project Management System; Note that MPMS# is PennDOT Database or Project Number.	
MPO	Metropolitan Planning Organization	
NJDOT	New Jersey Department of Transportation	
NJTPA	North Jersey Transportation Planning Authority	
Non-attainment Area	Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990.	
NRS	Not Regionally Significant	
Obligation	Binding agreement or commitment by the federal government to pay for the federal share of a project's eligible cost and thus result in immediate or future outlays to the State. Funds are considered used when they are "obligated" even though cash has not yet been transferred to the State.	
Obligation Authority	The total amount of funds that may be obligated in a year as determined by the Federal Highway Administration (FHWA) and adjusted by the State Department of Transportation.	
Obligation Limitation	An annual Congressional restriction or ceiling on the amount of Federal assistance that may be obligated during a specific period of time. Controls the rate at which funds may be used.	
Over programmed	Associated with the TIP/STIP in which the cumulative total of the programmed projects/project phases, by year, exceed the estimated revenues that are "reasonably expected to be available" to implement the TIP and/or STIP	
PCTI	Pennsylvania Community Transportation Initiative	
PennDOT	Pennsylvania Department of Transportation	
Regionally Significant Project	A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs including, access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the travel demand modeling of a metropolitan area's transportation network.	
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users	
SEPTA	Southeastern Pennsylvania Transportation Authority	

SJTPO	South Jersey Transportation Planning Organization	
STIP	State Transportation Improvement Program	
TSM	Transportation Systems Management	



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